

## Appendices

# SADDLE CREST HOMES

Draft Environmental Impact Report #661

Prepared for  
County of Orange

April 2012



# Appendix A

Notice of Preparation,  
Initial Study, and Comments



# Appendix A1

## Notice of Preparation and Initial Study





OC PLANNING  
300 N. FLOWER STREET  
P. O. BOX 4048  
SANTA ANA, CALIFORNIA 92702-4048

# NOTICE OF PREPARATION

**DATE:** August 8, 2011

**SUBJECT:** Notice of Intent to Prepare Draft Environmental Impact Report # 611

**Project Title:** Saddle Crest Homes

**Applicant:** Rutter Santiago, LP

**Address:** **18012 Cowan, Suite 200, Irvine CA 92614**

**Project Contact:** Channary Leng

**Phone:** (714) 667-8849

The Orange County OC Communities Planning Division has conducted an Initial Study for the subject project and has determined that an Environmental Impact Report (EIR) is necessary. The County of Orange will be the Lead Agency for the subject project and will prepare the EIR. In order for the concerns of your agency to be incorporated into the Draft EIR, we need to know the views of your agency as to the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency must consider the EIR prepared by the County of Orange when considering your permit or approval for the project. The project description, location, and an analysis indicating the probable environmental effects of the proposed action are contained in the attached materials. Interested individuals and groups are also invited to comment on the scope of the anticipated EIR.

Pursuant to Section 21080.4 of CEQA, your response must be sent as soon as possible but ***not later than 30 days after receipt of this notice.***

In addition, a scoping meeting will be held **Wednesday, August 31, 2011 at 7:00 pm at the Community Room of O'Neill Regional Park, 30892 Trabuco Canyon Road, Trabuco Canyon CA 92678**. Your agency and all other interested parties are invited to attend and to present environmental information that should be addressed in the EIR or should be taken into consideration during preparation of the EIR.

All parties that have submitted their names and mailing addresses will be notified if any significant changes in the proposed project occur. If you wish to be placed on the mailing list, please submit your name and mailing address to the contact person at the address below. If you have any questions or need additional information, please call the Project Contact of the Environmental Planning Services Division at the number listed above. The mailing address is OC Planning, P.O. Box 4048, Santa Ana, CA 92702-4048.

Submitted by:

A handwritten signature in cursive script, appearing to read "Channary Leng", is written over a horizontal line.

Name: Channary Leng

**Attachment:** Initial Study No. PA 110027



## **Project Title: Saddle Crest Homes EIR**

**Introduction:** Pursuant to Section 21165 of the Public Resources Code, the County of Orange is the Lead Agency responsible for preparing an EIR to address the potential impacts associated with the proposed Saddle Crest Homes project. The EIR is intended to provide decision-makers and the public with information concerning the potential environmental effects associated with the implementation of the proposed project and potential ways to reduce or avoid possible environmental impacts.

It is the intent that the Draft EIR will be used by the County of Orange, the Lead Agency, in its review and consideration of the proposed project and the impacts associated with its implementation. Also, Responsible Agencies (e.g., Orange County Fire Authority, Regional Water Quality Control Board, California Department of Fish and Game, U.S. Fish and Wildlife Service and U.S. Army Corps of Engineers) may have an interest in specific environmental effects associated with various aspects of the project.

**Project Location:** The Saddle Crest Homes project site is approximately 113 acres in size and is located in unincorporated Orange County north of the junction of Live Oak Canyon Road with El Toro Road and east of Santiago Canyon Road (see Figure 1). The cities of Lake Forest, Mission Viejo and Rancho Santa Margarita are located to the south; the Foothill Ranch and Portola Hills Planned Communities and the Whiting Ranch Wilderness Park and Limestone Canyon Regional Park are located to the west; the Cleveland National Forest is located to the east; and, the Silverado and Modjeska canyon areas and the Cleveland National Forest are located to the north.

The project site lies within the Upper Aliso Residential (UAR) District in the northwestern portion of the Foothill Trabuco Specific Plan (F/TSP).

**Project Background:** On January 28, 2003, the Orange County Board of Supervisors approved a similar but larger project. In addition to the 113.6-acre Saddle Crest project site, the previous project approval included the 401.66-acre Saddle Creek North project site (which included the Watson parcel) and the 86-acre Saddle Creek South project site (see Figure 2). Actions taken by the Board of Supervisors for the previous project included:

1. Approval of Area Plan 99-07 for Saddle Crest and Area Plan 99-03 for Saddle Creek
2. Certification of Environmental Impact Report No. 578
3. Approval of a zone change to amend the F/TSP

Subsequent to the approval by the Board of Supervisors, the EIR was challenged, and ultimately, the Fourth District Court of Appeal of the State of California overturned the decisions of the Board of Supervisors.

Since that time, 303 acres of the Saddle Creek North project site were transferred (December 2008) to The Conservation Fund (a non-profit entity whose purpose is land and water conservation). Additionally, the 86-acre Saddle Creek South project site was transferred (April 2011) to the Orange County Transportation Authority (OCTA) for conservation purposes

(under its freeway improvements mitigation program). The remaining 98 acres of Saddle Creek North consisting of the Watson Parcel (see Figure 2) is not proposed for development and is not included in the application for development of the Saddle Crest site. The Watson Parcel will, however, be included in the EIR's discussion and analysis of the impacts of potential cumulative development within the F/TSP area as if it were to be developed to at the maximum density permitted by the F/TSP.

**Project Description:** The Saddle Crest Homes project includes the development of 65 single family homes on lots with an average size of nearly 20,000 square feet, the majority of which would be building pads. Vehicular access to the gated Saddle Crest Homes community would be from Santiago Canyon Road (see Figure 3).

Approximately 75 acres or 66 percent of the project site is proposed to remain open space (including remedial grading, revegetated areas, water quality basins, and fuel modification zones), of which approximately 55 acres would be dedicated to the County of Orange for open space purposes. A conservation easement may be placed over the County open space area.

The proposed project focuses development on the portion of the project area contiguous to Santiago Canyon Road and concentrates open space on the remainder of the project area to create a buffer between residential uses and the canyon areas to the north, and thereby reduce or avoid potential environmental impacts. In so doing, the proposed project requires amendments to the development standards and design guidelines of the F/TSP.

The project site is within the service boundaries of the Trabuco Canyon Water District. Depending on how water service is provided, an above-ground water tank (to be located in the northern portion of the project site) and pump station (to be located in the interior portion of the development envelop) may be required.

**Discretionary and Other Implementing Approvals:** The proposed project described above includes a request for the approval of the following:

- A Zone Change to amend the F/TSP and appropriate General Plan Amendments.
- An Area Plan to provide for the orderly development of the project site in accordance with the F/TSP, as amended, and County of Orange Zoning Code.
- Vesting Tentative Tract 17388 for subdivision of Saddle Crest Homes.
- Site Development Permit(s) (required prior to the approval of grading permit).
- Grading Permit(s) (required prior to clearance of vegetation and earthwork on the project site).

**Non-County discretionary** permits and approvals that may be required include the following:

- California Department of Fish and Game (CDFG): 1603 Streambed Alteration Agreement
- U.S. Army Corps of Engineers (USACE): Section 404 Permit
- California Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification

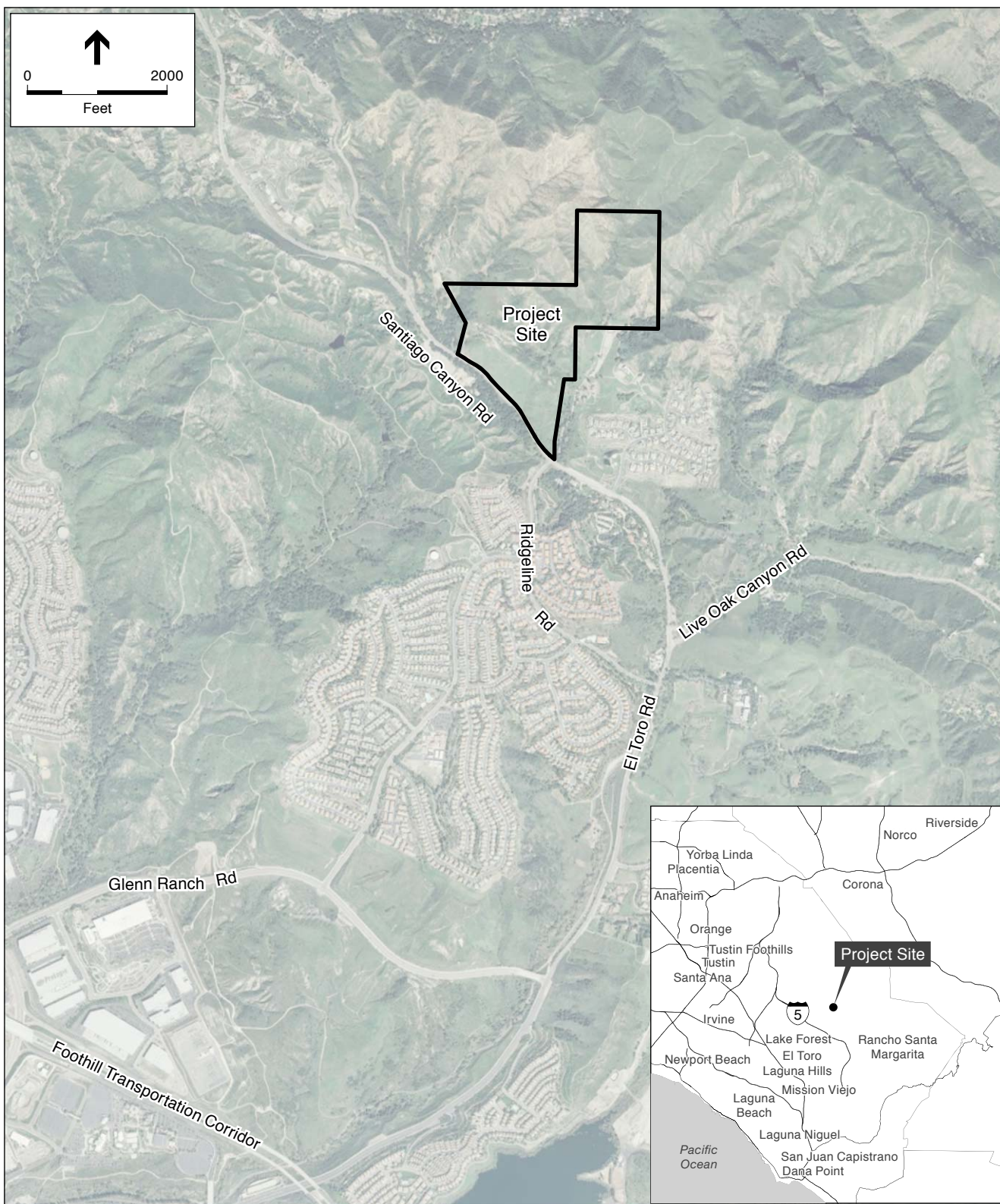
- Orange County Fire Authority (OCFA): Fuel Modification Plan and Fire Master Plan

**Non-Clustered Scenario:** In addition to the proposed project, the Draft EIR will evaluate a “non-clustered scenario” in order to provide a clear analysis of the impacts associated with developing the project site consistent with the existing F/TSP. The non-clustered scenario (see Figure 4) establishes housing sites and open space interspersed across the entire project site. Because it is designed to be consistent with the existing F/TSP, it would not require amendment(s) to the F/TSP.

**Project Alternatives:** In accordance with *CEQA Guidelines* Section 15126.6, the EIR will assess a range of reasonable alternatives to the proposed project. The discussion will focus on opportunities for eliminating or reducing any significant adverse environmental effects, even if the alternative(s) may impede, to some degree, the project objectives, or could be more costly.

**Probable Environmental Effects to be addressed in the Draft EIR:** An Initial Study has been completed analyzing the proposed project pursuant to the requirements of the *CEQA Guidelines* and County of Orange procedures. It has been determined that there is substantial evidence that significant effects may occur from the proposed project, thereby necessitating the preparation of an EIR. The EIR will address the following topical areas with potentially significant impacts: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use, Noise, Public Services, Recreation, Transportation/Circulation, Utilities and Service Systems; and Cumulative impacts.

The following categories have been determined to have less than significant or no impacts, do not require further analysis and will therefore not be addressed in the EIR: Agricultural and Forestry Resources, Mineral Resources, and Population and Housing.

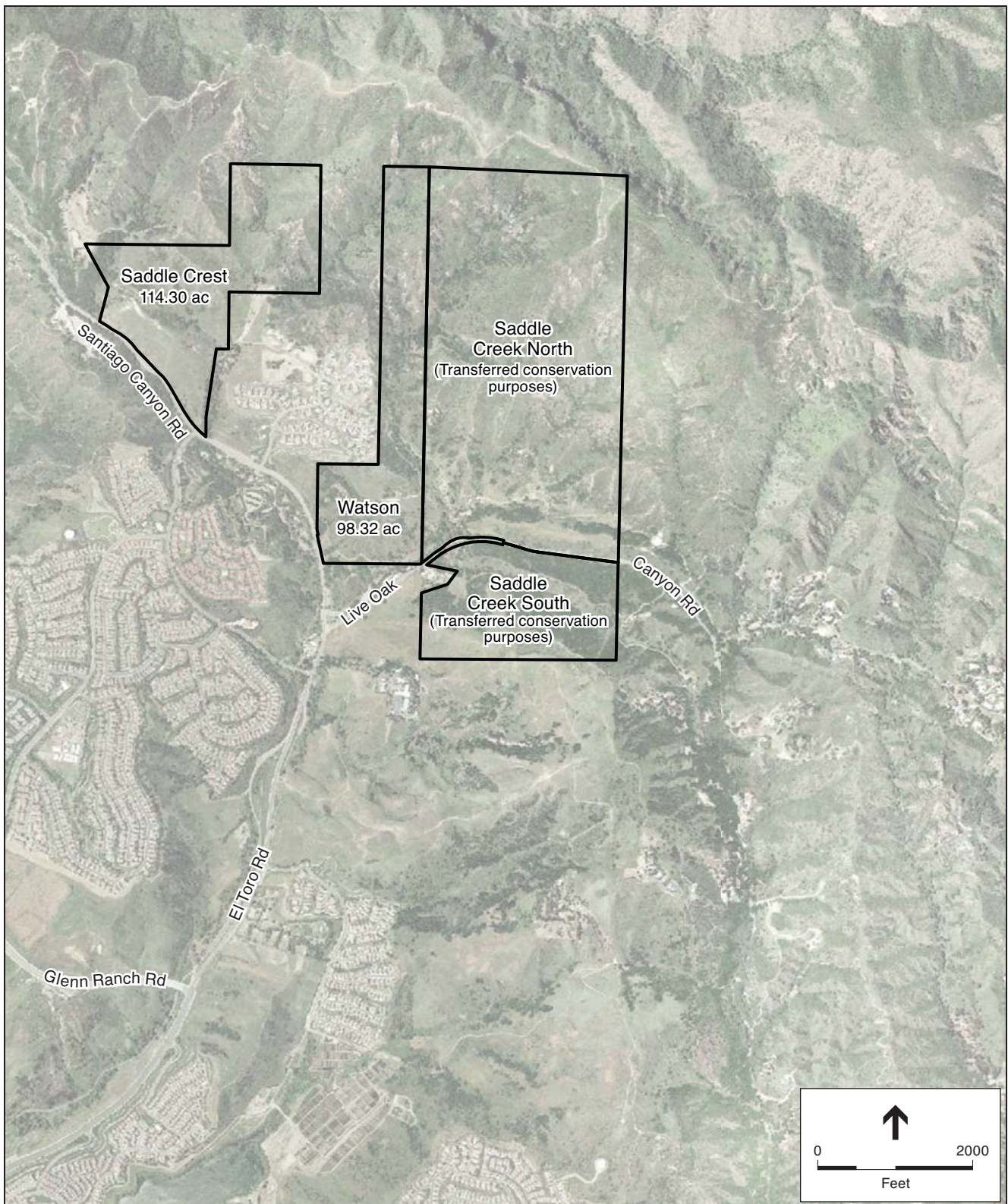


SOURCE: ESA; GlobeXplorer, 2011.

Saddle Crest Homes . 211454

**Figure 1**  
Project Location Map

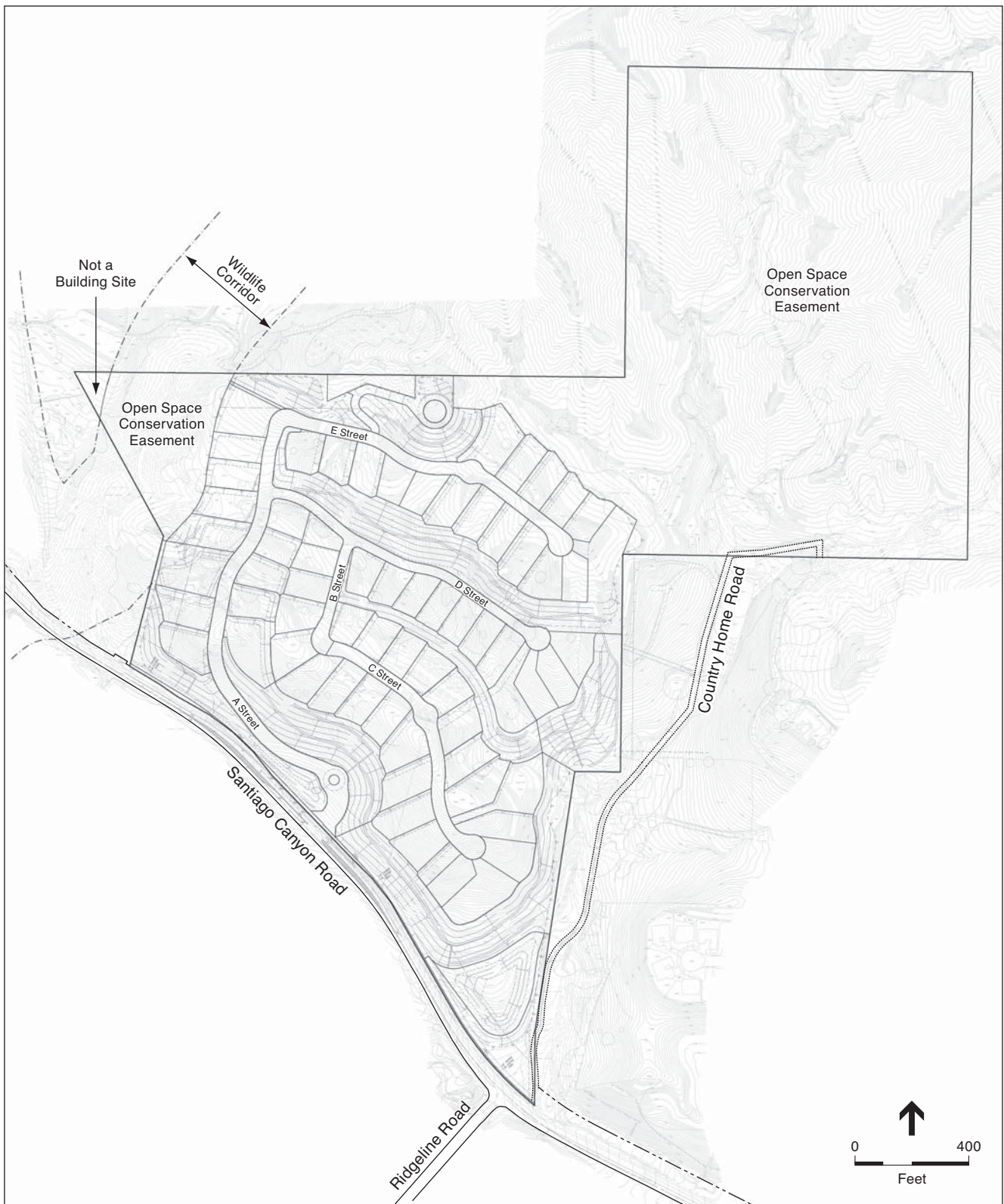




SOURCE: Hunsaker & Associates, 2011.

Saddle Crest Homes . 211454  
**Figure 2**  
Previous Project Sites





Note: This exhibit does not reflect the limits of fuel modifications and remedial grading.

SOURCE: Hunsaker & Associates, 2011.

Saddle Crest Homes . 211454

**Figure 3**  
Proposed Project



Note: This exhibit does not reflect the limits of fuel modifications and remedial grading.

SOURCE: Hunsaker & Associates, 2011.

Saddle Crest Homes . 211454

**Figure 4**  
Non-Clustered Scenario

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## ENVIRONMENTAL ANALYSIS CHECKLIST

### Initial Study/PA 110027 for the Saddle Crest Project

#### ISSUES AND SUPPORTING DATA SOURCES:

#### 1. Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Discussion

The project site lies within the Upper Aliso Residential (UAR) District in the northwestern portion of the F/TSP area. The F/TSP encompasses approximately 6,500 acres within the foothills of the Santa Ana Mountains and is characterized by visual resources unique to the County. The most striking visual characteristic of the F/TSP area is the abundance of very steep slopes. The prominent ridgeline that forms the northern boundary of the F/TSP is also a dramatic visual backdrop to the project site. The topography of the project site is generally moderately steep ridges and narrow valleys and canyons. Natural vegetation of the F/TSP also constitutes a major visual resource. Extensive natural vegetation includes large communities of coastal sage scrub, chaparral, grassland and oak woodland. Project grading would modify the existing topography, remove existing site vegetation (i.e., native oak trees, shrubs and ground cover etc.), and introduce residential uses into an otherwise natural environment changing the character of views in the area. Potential impacts to a scenic vista will be further evaluated in the EIR.

The F/TSP identifies public viewpoints based on relative visibility, significance of view corridors and/or important vistas. Public viewpoints that are proximate to the project site include two locations along Santiago Canyon Road (each one representing northbound and southbound panoramic views). Santiago Canyon Road is designated as a Scenic Highway and Viewscape Corridor in the County's General Plan Transportation Element/Scenic Highways Component, and in the F/TSP. Santiago Canyon Road is a 'Viewscape Corridor' based on the values of scenic vistas and natural viewsheds in the County's General Plan.

The site is neither adjacent to, nor visible from, a designated state scenic highway. The nearest designated state scenic highway is State Route (SR) 91, located approximately 18 miles from the project site.<sup>1-2</sup> The nearest eligible state scenic highway is SR 74, Ortega Highway, which is located 13 miles from the project site.<sup>3</sup> Nonetheless, construction of the proposed project would change the viewshed from a public road from open space to a residential development, and this will be further evaluated in the EIR.

The proposed project would represent a change in the visual character of the project site and vicinity. The proposed project would alter the undeveloped land uses to residential land uses and would contribute to a cumulative change in the visual character, scale and quality of the immediate areas. Due to the fact that the project site consists of primarily undisturbed land, the introduction of residential uses would substantially alter the visual character and quality of the project site. Impacts to visual quality will be further evaluated in the EIR.

There are no existing light sources on the project site. The proposed project would include nighttime lighting associated with the residential development. Impacts associated with glare are not anticipated from the proposed residential uses. However, the potential effects of nighttime lighting on the area will be further evaluated in the EIR.

## Further Study Required

Further analysis is required for all Aesthetics criteria and will be included in the EIR.

## 2. Agriculture & Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>1</sup> California Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways](http://www.dot.ca.gov/hq/LandArch/scenic_highways), accessed May 25, 2011.

<sup>2</sup> The project site is located 18 miles from the nearest portion of SR 91 that has been designated a state scenic highway.

<sup>3</sup> California Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/scenic_highways/), accessed May 25, 2011.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) classifies the project site as "Other Lands," not identified as having agricultural potential.

The project site is not subject to a Williamson Act contract and is not currently zoned for agricultural or forest uses. Furthermore, the proposed project is not adjacent to land that has been designated as Farmland of Statewide Importance and would not involve other changes that would result in the conversion of Farmland of Statewide Importance. The proposed project also would not result in the conversion of forest land to non-forest use. Therefore, these issues do not require further analysis in the EIR.

## Further Study Required

No further analysis is required for Agriculture and Forestry Resources criteria and therefore, will not be included in the EIR.

## 3. Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## **Discussion**

The project site is located in the South Coast Air Basin (SCAB), within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which sets and enforces regulations for emission sources in the basin. SCAQMD in coordination with the Southern California Association of Governments (SCAG) has developed the Air Quality Management Plan (AQMP) for the air basin. The AQMP goals include the implementation of technological and innovative changes that provide for achieving clean air goals while maintaining a healthy economy. The AQMP also addresses state and federal planning requirements and programs. As such, the AQMP proposes how the air basin will achieve federal ambient air standards for various criteria pollutants. Implementation of the proposed project could conflict with implementation of the AQMP. An air quality study will be prepared and included in the EIR to quantify the impacts of the proposed project, and discuss those impacts in relation to the adopted AQMP, individual air quality standards, and criteria pollutants.

Short-term air quality emissions associated with construction activities and long-term air quality impacts (i.e. vehicular emissions) would occur with implementation of the proposed project, and will be evaluated in the EIR.

Long-term air quality impacts (i.e., vehicular emissions) associated with the proposed project would also occur. Other on-site emissions may be generated from the combustion of natural gas for space heating and from the usage of consumer products. Emissions would also be generated by the use of natural gas and oil for the generation of electricity off-site. These potential impacts will be further evaluated in the EIR.

The proposed project would involve only residential uses, which are not expected to result in objectionable odors for the occupants of the proposed project or for the neighboring uses. Therefore, impacts associated with odors would be less than significant and do not require further analysis in the EIR.

## **Further Study Required**

Further analysis is required for Air Quality criteria (a) through (d) and will be included in the EIR.

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## 4. Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The project site is undeveloped and is characterized by varied terrain, ridgelines and intervening developable areas. The predominant vegetation communities within the project site include Oak Woodland, Coastal Sage Scrub, and Annual Grassland. Within these habitats, previous research has determined the possibility of sensitive plants to exist on-site. Grading and construction of the project site would remove existing vegetation and potentially result in impacts to some sensitive plant and animal species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS). In addition, although the proposed project is planned to minimize impacts to existing tree resources, the potential to impact some live oaks on the site exists. Impacts to sensitive species or habitats will be evaluated further in the EIR.

A blue-line stream traverses the project site. This feature supports CDFG jurisdictional wetlands and CDFG jurisdictional streambed and associated riparian habitat. Further analysis is required to determine if the proposed project would have an adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. This will be evaluated further in the EIR

Wildlife corridors have been identified within the F/TSP planning area. Although a small segment of a wildlife corridor has been delineated as crossing the northwestern corner of the project site, it would be protected under the proposed project. Potential impacts of residential development adjacent to this corridor will be fully evaluated in the EIR.

In addition, the project site is located within the F/TSP and the Natural Community Conservation Plan (NCCP), and therefore implementation of the proposed project could conflict with these plans. This will also be evaluated in the EIR

### Further Study Required

Further analysis is required for all Biological Resources criteria and will be included in the EIR.

## 5. Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Based on previous evaluations of cultural resources, the project site includes the potential for historical, archaeological and paleontological resources. Construction and development activities could disturb previously unidentified surface and subsurface cultural resources on the project site. Therefore, the EIR will examine the proposed project's potential to impact archaeological and paleontological resources, as well as the potential to disturb any human remains.

### Further Study Required

Further analysis is required for all Cultural Resources criteria and will be included in the EIR.

## 6. Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

The project site is located in the foothills of the northwestern Santa Ana Mountains. The topography of the project site is generally moderately steep ridges and narrow valleys and canyons. No traces of any active or potentially active faults have been found to cross the site, and no portion is within an Alquist-Priolo Earthquake Special Studies Zone. However, similar to most areas in Southern California, the project site is in a seismically active region and could be subject to moderate to strong ground shaking from a local or regional earthquake, which could expose the proposed residents to adverse effects. This issue will be evaluated further in the EIR.

The proposed project would require a significant amount of grading for site preparation to construct the residential lots and associated access and improvements for infrastructure/utilities. Earth materials on the project site consist of surficial soil deposits such as colluvium, alluvium, terrace deposits, and landslide deposits. The composition of these soils could leave the site vulnerable to loss of topsoil or substantial soil erosion, particularly from construction activities, or could contain expansive soil as defined in Table 18-1-B of the Uniform Building Code. These potential impacts will require additional analysis in the EIR.

Bedrock materials at Saddle Crest consist of sediments of the Ladd, Williams, Silverado, Santiago, Sespe, and Vaqueros Formations. Several landslides have been identified on and adjacent to the project site. One landslide within the development area of the proposed project was mapped. The landslide is located in the central portion within the Silverado Formation, and is estimated to be approximately 30 feet deep. Mass movements, and more specifically, debris flows, have been mapped within the project site. This will require additional analysis in the EIR.

Implementation of the proposed project would include connection to existing sewer lines and would not require septic tanks or alternative wastewater disposal systems. Therefore, no impacts would result regarding this criterion, and further analysis is not required in the EIR.

## Further Study Required

Further analysis is required for Geology, Soils, and Seismicity criteria (a) through (d) and will be included in the EIR.

## 7. Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

Greenhouse gas (GHG) emissions emitted by human activity are implicated in global climate change or global warming. The principal GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (NO<sub>x</sub>), ozone, water vapor, and fluorinated gases. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately one-half of GHG emissions globally. California has passed several bills and the governor has signed at least three executive orders regarding GHGs. Assembly Bill (AB) 32 (the Global Warming Solutions Act) was passed by the California legislature on August 31, 2006. It requires the state's global warming emissions to be reduced to 1990 levels by 2020. The reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012.

Construction activities associated with heavy equipment operation, truck deliveries, and construction worker commute trips would temporarily generate GHGs. Operational activities associated with the proposed project vehicle trips and other equipment would also generate GHGs, and will be further evaluated in the EIR.



In addition, implementation of the proposed project could result in a conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG. Therefore, this issue will be further evaluated in the EIR.

## Further Study Required

Further analysis is required for all Greenhouse Gas Emissions criteria and will be included in the EIR.

## 8. Hazards & Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Include a new or retrofitted storm water treatment control best management practice (BMP) (e.g., water quality treatment basin, constructed treatment wetlands), the operation of which would result in significant environmental effects (e.g., increased vectors and odors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The project is the development of residential uses and would not involve the transport, use, or disposal of significant amounts of hazardous materials. However, the proposed project would increase the amount of hazardous waste on-site (for construction and operation as compared to existing conditions). Grading and construction activities may involve the limited transport, storage, use, or disposal of hazardous materials from the fueling or servicing of construction equipment on-site. However, these activities would be minimal, short-term, or one-time in nature. Once construction is complete, the proposed project would include ordinary household or general commercial cleaners, solvents, and other substances utilized for cleaning and maintenance of residential facilities. These types of chemicals are not considered acutely hazardous, and would be used in limited quantities, and use of such substances is subject to existing regulations and as such would not result in significant impacts. The use of hazardous materials and substances would also be subject to federal, state and local health and safety requirements. In addition, the project site is not located within one-quarter mile of an existing or proposed school. Therefore, no impact would occur from the emission of hazardous materials and no further analysis is required in the EIR.

The project site is currently undeveloped and vacant and is not included on a list of hazardous material sites.<sup>4</sup> Therefore, implementation of the proposed project would not create a significant hazard to the public or the environment and no further analysis is required in the EIR.

The project site is located approximately 18 miles from the nearest airport (John Wayne Airport) and is not located either within an airport land use compatibility zone or near a private airstrip; therefore, no safety hazard for people residing or working in the project area from air safety hazards would be created and further analysis is not required in the EIR.

The project site is located within the CalFire State Responsibility Area (SRA) Very High Fire Hazard Severity Zone and is subject to wildland fires due to steep terrain, highly flammable chaparral vegetation of the Santa Ana Mountains, and the Santa Ana winds that occur during seasonal dry periods. This could expose people or structures associated with implementation of the proposed project to a significant risk of loss, injury, or death involving wildland fires. This issue will be addressed in the EIR.

The construction of new housing associated with implementation of the proposed project would require adequate emergency access to comply with implementation of an adopted emergency response plan or emergency evacuation plan. This will be further analyzed in the EIR.

## Further Study Required

Further analysis is required for Hazards and Hazardous Materials criteria (g), (h) and (i), and will be included in the EIR.

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<sup>4</sup> California Department of Toxic Substance Control (DTSC) Database: EnviroStor, <http://www.envirostor.dtsc.ca.gov/public/>, accessed May, 2011.

## 9. Hydrology & Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area including the alteration of the course of a stream or river in a manner that would result in:				
i) Substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A substantial increase in the rate or amount of surface run-off in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a significant adverse impact on groundwater or otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

There are three major drainage areas within the F/TSP planning area: Aliso Creek Drainage, Oso Creek Drainage, and Trabuco Creek Drainage. The project is located within the upper reaches of the 35-square mile Aliso Creek Watershed. The headwaters of the watershed originate in the foothills of the Santa Ana Mountains within the Cleveland National Forest. Aliso Creek Channel is identified as beginning within the project site's drainage area, and flows nearly 20 miles from its headwaters at approximately 2,400 feet above mean sea level (msl) to its outlet at the Pacific Ocean near South Laguna Beach. The project's tributary area originates at the northerly mountain peak along the Santiago Truck Trail separating Santiago Canyon from Modjeska Canyon and flows in a southerly direction away from the mountain peaks.

Construction and operational activities associated with the proposed project have the potential to adversely affect hydrology and water quality. Grading and the development on the project site have the potential to impact water quality. Construction on the undeveloped project site would convert permeable surfaces (dirt, vegetation etc.) to impermeable surfaces (concrete, asphalt, buildings etc.). As a result, development of the project site would alter the existing on-site drainage of the existing undeveloped property. The reduction in permeable surfaces would also increase the surface run-off generated from the site, thereby potentially impacting the capacity of existing or planned stormwater drainage systems. These issues will be analyzed in the EIR.

The project site is not located within a 100-year floodplain or subject to inundation due to flood. Additionally, the site is not in a coastal area nor is it adjacent to a large body of water. Implementation of the proposed project would not expose people or structures to significant risk from inundation by seiche or tsunami. Therefore, further analysis regarding this criterion is not required in the EIR.

## Further Study Required

Further analysis is required for Hydrology and Water Quality criteria (a) through (e), and will be included in the EIR.

## 10. Land Use & Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The majority of the project site is open space and areas where some grazing has occurred. There are no residential structures within the property boundary. Implementation of the proposed project would not divide an established community and further analysis of this criterion is not required in the EIR.

The proposed project includes conventional grading techniques to focus residential development adjacent to Santiago Canyon Road and concentrate open space to provide a natural buffer between residential development and the canyon areas to the north. The use of conventional

grading techniques of the proposed project necessitates amendments to the development standards and design guidelines of the F/TSP. This issue will be further analyzed in the EIR.

## Further Study Required

Further analysis is required for Land Use and Land Use Planning criteria (b) and (c), and will be included in the EIR.

## 11. Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

The project site is not designated as containing significant mineral resources per the Publications of the Surface Mining and Reclamation Act Mineral Land Classification Project dealing with mineral resources in California.<sup>5</sup> Development on the project site would not result in the loss of availability of a known mineral resource of value to the region and residents of the state, nor in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Further analysis is not required.

## Further Study Required

No further analysis of Mineral Resources is required and this issue will not be addressed in the EIR.

<sup>5</sup> California Department of Conservation (CDC), Division of Mines and Geology, State of California Seismic Hazard Zones, El Toro Quadrangle, Official Map, Released January 17, 2001.

## 12. Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project result in:</b>				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of, excessive ground borne vibration or ground borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

Noise and vibration generated by construction activities would result in a temporary increase in ambient noise levels in the project area and could potentially generate and expose people to high noise levels. Additionally, operational noise, such as that from increased traffic and other activities, could result in a substantial permanent increase in ambient noise levels in the project vicinity as well as substantial periodic increases in ambient noise levels. A noise study will be prepared as part of the preparation of the EIR to determine the noise impacts to surrounding uses from construction and operation of the proposed project.

Because the project site is located approximately 18 miles from the nearest airport (John Wayne Airport) and is not within an airport land use plan area or located in the vicinity of a private airstrip, the proposed project would not expose people residing or working in the area to excessive noise levels associated with airports. Further analysis of these criteria is not required in the EIR.

### Further Study Required

Further analysis is required for Noise criteria (a) through (d), and will be included in the EIR.

## 13. Population & Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

Construction of 65 single-family residences on the project site would generate a population of approximately 196 persons.<sup>6</sup> Because of the limited number of residences proposed for Saddle Crest property, the addition of 196 persons does not constitute substantial population growth. Therefore, further analysis of the potential impact associated with direct and indirect growth is not required.

The project site is currently undeveloped, vacant land and does not contain any structures. Therefore, project implementation would not displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere, nor would it displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No further analysis in the EIR is required.

### Further Study Required

No further analysis is required for Population and Housing criterion and this issue will not be included in the EIR.

<sup>6</sup> Based on an average household size of 3.01 persons/household for the County of Orange. U.S. Census Bureau, 2005-2009 American Community Survey Estimates, Orange County California, accessed May 25, 2011.

## 14. Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

Demand for public services, including fire protection, police protection, schools, parks, and other public facilities, would increase with implementation of the proposed project. Therefore, the existing capacity of public service providers to meet these demands must be determined and further analysis of the potential adverse physical impacts to public services is required in the EIR.

### Further Study Required

Further analysis is required for all Public Services criteria and will be included in the EIR.

## 15. Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



## Discussion

The project site is located adjacent to many recreational areas, including the Cleveland National Forest, which consists primarily of open space (though some recreational and residential uses are allowed in specific areas) and is held in public ownership. It is the southernmost of the national forests in California. Located in Orange, Riverside, and San Diego Counties, it consists of approximately 567,000 acres with elevations ranging from 460 to 6,671 feet. The forest has four officially designated wilderness areas that provide many recreational opportunities, including camping, picnicking, hiking, equestrian use, hunting, and fishing. None of the designated wilderness areas are proximate to the project site.

Regional recreational facilities are also located in the vicinity of the project site. Limestone-Whiting Wilderness Park is located on the west side of Santiago Canyon Road, opposite the Saddle Crest property and north of the Portola Hills residential community and is approximately 1,600 acres. Amenities include 15 miles of graded roads and single-track trails for hikers, mountain bikers, and equestrians. A public equestrian facility is located immediately west of project site. The park is open daily from 7:00 AM to sunset. The former McFadden Ranch House is utilized for the park office and interpretive center, and features a trail rest stop for the Aliso Creek Regional Trail, cultural and natural history exhibits, and park information.

O'Neill Regional Park is located south of the project site situated in Trabuco and Live Oak Canyons and includes approximately 3,100 acres. Its topography varies greatly from canyon bottom land, oak woodlands, grassy meadows, and shrub-covered hillsides and slopes, with an elevation of approximately 1,000 feet above sea level. Recreational amenities include day picnic use, barbecues, a large turf area, playground equipment, overnight camping, an equestrian campground, an arena, and 18 miles of riding trails. Approximately 3.5 acres are available to RV groups. The park is open year round for day use, 7:00 AM to sunset, and it is available to campers 24 hours per day, seven days per week.

The proposed project includes dedication of approximately 55 acres to the County of Orange for open space purposes, and a conservation easement may be placed over this open space area. Although proposed project is not anticipated to result in a substantial increase in the use of existing local or regional parks that would cause a substantial physical deterioration of the park facilities, further analysis will be included in the EIR.

## Further Study Required

Further analysis is required for all Recreation criteria and will be included in the EIR.

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## 16. Transportation/Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Result in an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion

The project site is currently vacant, and does not generate any traffic. Access for the proposed project would be from Santiago Canyon Road. Implementation of the proposed project would generate additional vehicle trips that would contribute to local traffic, particularly on Santiago Canyon Road. A traffic report will be prepared to determine the traffic contribution to the local circulation system and will be used for additional analysis of these issues in the EIR.

The project site is not located near (within two miles) of a public airport or private airstrip. The project site is located approximately 18 miles from the nearest airport (John Wayne Airport) and would not result in an increase in air traffic levels or a change in location of air traffic patterns

that would result in substantial safety risks. No further analysis of this criterion is required in the EIR.

The construction of new housing associated with implementation of the proposed project would require adequate emergency access. This will be further analyzed in the EIR.

Implementation of the proposed project would not conflict with adopted policies, plans, and programs that support alternative transportation. No further analysis is required in the EIR.

## Further Study Required

Further analysis is required for Transportation/Traffic criteria (a), (b), (c), (d), (f) and (g), and will be included in the EIR.

## 17. Utilities & Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

The development of the proposed project and the resultant increase in population could require extension and expansion of public utilities and service systems related to wastewater treatment, storm water drainage facilities, water supply resources or entitlements for water resources already

assigned, and solid waste disposal in order to accommodate the increased demand for public utilities and services. Therefore, these issues will be analyzed in the EIR.

## Further Study Required

Further analysis is required for all Utilities and Service Systems criteria, and will be included in the EIR.

## 18. Mandatory Findings

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have possible environmental effects, which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

Additional analyses for criteria (a), (b), and (c) are required to determine the extent of the impacts associated with the implementation of the proposed project. The EIR will evaluate each of the identified topical areas through technical studies and analysis that will identify and quantify impacts from the project. Mitigation measures will be proposed to eliminate or reduce impacts identified in the document. The EIR also will identify any impacts that cannot be mitigated if they are noted in the technical studies or analyses.

## Determination

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

- a. **COULD NOT** have a significant effect on the environment, and a negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075. ☐
- b. **Could have** a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project or revisions in the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration (MND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075. ☐
- c. **MAY have** a significant effect on the environment, which has not been analyzed previously. Therefore, an environmental impact report (EIR) is required. ☒
- d. **MAY have** a "potentially significant effect on the environment" or "potentially significant effect unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed. ☐
- e. **Although the** proposed project could have a significant effect on the environment, because potentially effects : (1) have been analyzed adequately in an earlier EIR or ND/MND pursuant to applicable legal standards; and (2) have been avoided or mitigated pursuant to that earlier EIR/ND/MND, including revisions or mitigation measures that are imposed upon the project, nothing further is required. ☐
- f. **Although the** proposed project could have a significant effect on the environment, because potentially effects : (1) have been analyzed adequately in an earlier EIR or ND/MND pursuant to applicable legal standards; and (2) have been avoided or mitigated pursuant to that earlier EIR/ND/MND, including revisions or mitigation measures that are imposed upon the project. **However, minor additions and/or clarifications are needed** to make the previous documentation adequate to cover the project which are documented in this Addendum to the earlier CEQA Document (Sec. 15164) ☐

Signature: \_\_\_\_\_



Planner: Channary Leng  
General Land Use Planning Division/Environmental Services  
Telephone: (714) 667-8849

**NOTE:** All referenced and/or incorporated documents may be reviewed by appointment only, at the County of Orange Public Works Department, 300 N. Flower Street, Santa Ana, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

Revised 5-25-10

## References

- California Department of Conservation (CDC), Division of Mines and Geology, State of California Seismic Hazard Zones, El Toro Quadrangle, Official Map, Released January 17, 2001.
- California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2006.
- California Department of Conservation, Division of Land Resource Protection in conjunction with Williamson Act participant Counties, 2004.
- California Department of Toxic Substance Control (DTSC) Database: EnviroStor, <http://www.envirostor.dtsc.ca.gov/public/>, accessed May, 2011.
- California Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/scenic_highways/), accessed May 25, 2011.
- Cotton/Bridges/Associates, *County of Orange General Plan Final Program Environmental Impact Report*, prepared for the County of Orange, August 2002.
- County of Orange, *County of Orange General Plan*, adopted December 19, 2002, amended March 28, 2007.
- County of Orange, *County of Orange General Plan 2008 Housing Element*, adopted December 9, 2008.
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- County of Orange Resources and Development Management Department, *County of Orange General Plan*, Adopted September 13, 2005.
- Development Resource Consultants, *Draft Environmental Impact Report Saddle Creek & Saddle Crest Projects*, State Clearinghouse No. 199111120, prepared for: County of Orange Planning and Development Services, December 2000.
- U.S. Census Bureau, 2005-2009 American Community Survey Estimates, Orange County California, accessed May 25, 2011.

## Appendix A2

Comments Received on the  
Notice of Preparation  
and Initial Study

STAFF MEMBERS

Don Chadd, General Manager  
Hector Ruiz, District Engineer  
Teresa Teichman, District Secretary  
Cindy Navaroli, District Treasurer

September 7, 2011



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**VIA U.S. MAIL – CERTIFIED/RETURN RECEIPT**

Ms. Channary Leng  
Orange County Environmental Planning Services Division  
P.O. Box 4048  
Santa Ana, CA 92702-4048

Re: Notice of Preparation – Draft Environmental Impact Report No. 611 (Saddle Crest Homes)  
– Initial Comments Submitted on Behalf of Trabuco Canyon Water District

Dear Ms. Leng,

This letter is provided on behalf of the Trabuco Canyon Water District ("District") with regard to the Notice of Preparation ("NOP") provided for draft Environment Impact Report No. 611 (Saddle Crest Homes) (Initial Study No. PA 110027).

Please be advised that the District has received the NOP and is providing the comments and documentary requests in regard to the NOP and the proposed Draft Environment Impact Report ("EIR") as part of the record of proceedings for this matter.

**Request for Future Notices**

Pursuant to the provisions of California Public Resources Code Section 21092.2, the District is requesting to receive written notices, copies of documents and environmental statements concerning the development project identified in the NOP ("Project"). Such written notices, documentation and related matters should be addressed to the attention of:

Mr. Hector Ruiz  
District Engineer  
Trabuco Canyon Water District  
32003 Dove Canyon Drive  
Trabuco Canyon, CA, 92679.

**Trabuco Canyon Water District as Water and Wastewater Provider**

The Project lies within the current boundaries of the District. As such, the District is the provider for potable water and wastewater services to the Project and property included in the Project.



Please note that the provision of water and wastewater services to properties located within the District are subject to the District's current Rules and Regulations and facilities planning, construction and dedication requirements.

Comments Concerning the NOP and Initial Study No. PA 110027

Within the Initial Study (discussion item nos. 14 & 17), it is noted that the Project contains the potential for significant environmental impacts relative to the provision of public facilities and for utility services, including, but not limited to, design, construction and dedication of water and wastewater facilities and necessary service capacities. The finding(s) are further discussed under heading 17 of the Initial Study.

The District specifically requests that the proposed Environmental Impact Report ("EIR") to be prepared for the Project should consider the requirements on both the District's master plan facilities and in-tract facilities requirements for water transportation, distribution, storage and for wastewater collection, transportation and treatment for this kind of development project. For this project, the District will require the preparation of a Sub-Area Master Plan ("SAMP"), at the developer's expense. The SAMP will identify the project impacts and requirements for integration of required facilities and infrastructure into the District's existing water and wastewater systems and system capabilities. The SAMP will also identify existing sewer and water allocation(s) for the Project and will identify and review any additional capacity requirements. The District remains ready and willing to work with the environmental consultants and with the project proponents in order to develop a SAMP and to address the potential environmental impacts of the Project for integration within the EIR.

The District would also request that environmental documentation prepared for this project (including, but not limited to the EIR) reflect that development projects within the District's service area are expected to implement water use reduction measures as applicable and in accordance with the provisions of the District's adopted 2010 Urban Water Management Plan.

Very truly yours,

TRABUCO CANYON WATER DISTRICT



Hector Ruiz, P.E.  
District Engineer

Cc: Don Chadd/General Manager  
Teresa Teichman/Board Secretary  
File



September 7, 2011

Orange County Planning  
300 N. Flower Street  
P.O. Box 4048  
Santa Ana, California 92702-4048

Via Email Delivery  
Channary.Leng@ocpw.cogov.com  
Via Personal Delivery  
Via First Class Mail

Attn: Channary Leng

Re: Notice of Intention to Prepare  
Draft Environmental Impact Report # - 611  
PA 110027  
Project: Saddle Crest Homes

Gentlemen:

Please be advised that I have been asked to assist Raymond and Susan Mills to respond to the Notice of Preparation dated August 8, 2011 concerning the above proposed project and the pending Draft E.I.R. # 611 which will be undertaken by the OCCPD as Lead Agency.

The Mills own real property adjacent to the Saddle Crest Homes project and are highly concerned about several issues related to the proposed project including environmental impact, hazardous chemical impact, traffic impact, wildlife impact, view shed impact and partial and/or substantial loss of use including the right to future development of the Mills property which may occur from development of the proposed project as will be set forth below with more particularity.

I - Deviation from F/TSP Lot Size/UAR:      **REQUIRED AVERAGE LOT SIZE IS ONE ACRE**

While the F/TSP UAR zoning prescribes the Average Lot Size to be One Acre, the Proposed Project relies heavily upon the UAR's permissive "minimum" lot size of one-half acre. Mills contend that out of a proposed 65 lots, over 60% of those are actually less than one-half acre and definitely not in compliance with the AVERAGE lot size let alone the Minimum lot size. This results from "clustering" of the lots as is seen in figure 3 of the "NOP" and also results in the need for fuel modification easements upon the Mills property which will not likely be granted. Project design shown in Figure 4 of the "NOP" is more compatible with the UAR lot sizes of the F/TSP, but does not mitigate the need for encroaching fuel mod easements impacting the Mills property. Further. The non-clustered design appears to better conform to the UAR parcel development guidelines for each of the several parcels that compose the Saddle Crest Project, in that the F/TSP prohibits transfer of parcel lot apportionment from among several parcels merged into the proposed project. Common ownership does not overcome the objectives of the F/TSP in that regard. The proposed density and placement of lots with boundaries immediate to the Mills property line thereby creating need for fuel modification easements can be resolved by redesigning the project to include fuel modification buffer area between the Mills boundaries and the offending project lots located principally at the southwesterly leg between Santiago Canyon Road and the northwestern open space conservation



easement and also on the northern boundary east of the northwestern open space conservation easement. Attention should be applied to resolving this issue as a part of the EIR and project study.

## **II - Ingress/Egress and Road Safety Concerns: TRAFFIC STUDIES, ACCELERATION LANE & DISTANCES**

Should the new traffic study demonstrate a need to construct an Acceleration Lane on northbound Santiago Canyon Road from the Project entrance, MILLS has concern that the northwesterly termination of any such Acceleration Lane will be roughly adjacent to the current location of Mills drive entry/exit to the Mills property. Any such condition will create traffic hazards for all users at that point of road, with merging and accelerating traffic between the Mills property users and Saddle Crest residents and guests. The EIR Traffic component should carefully and thoroughly consider this issue and all likely public safety issues arising there from;

Obviously, new traffic studies and roadway "level of service" standards will be determined under methods consistent with the Orange County General Plan and in particular the Highway Capacity Manual (HCM) method as determined was applicable in *Endangered Habitats League v. County of Orange*, G-034416. MILLS is concerned that the EIR studies be conducted under the appropriate HCM methods without deviation.

MILLS requests that the Lead Agency include in its project study, traffic study and/or cumulative effects study the effect of the proximity of the project's entry / exit site as conflicting with the existing site of entry / exit for the MILLS property and to the extent that Saddle Crest has situated its proposed entry / exit northerly of the minimum separation distance between project entrances or northerly of the MILLS southerly boundary in such manner which may impair or prohibit Mills from the future development of their property or impair the current use thereof, MILLS requests/requires a plan change to a more southerly site on the Saddle Crest property which is not less than the currently required separation distance between two projects so as to preserve MILLS future development rights pertaining to their property as well as preserve their current ingress/egress use of their current entry site.

## **III - Surface Water Runoff To MILLS Property: HAZARDOUS SUBSTANCE WATER BOURN RUNOFF**

Topography of the Saddle Crest site in the Westerly areas, particularly the low lying areas at the boundary between the MILLS property and the Project lend itself to conditions under which surface water will naturally flow from East to West and impact MILLS property if unabated. Erosion is of concern, and MILLS is concerned that new residents of the Saddle Crest project will act normally and in doing so, will apply landscape and hardscape chemicals to their respective properties, and that excess irrigation water and rain will deliver those chemicals, many of which are hazardous, onto MILLS property unabated. Of equal concern to MILLS is that in the low lying area of the MILLS property at that site also serve as a wildlife corridor. The Lead Agency should be aware of these existing conditions and thoroughly study the impacts of unabated surface water bourn hazardous runoff as well as reasonable mitigation designs and methods.

## **IV - Night Lights and Lighting: PROJECT STREET & WALKWAY LIGHTING AN INFRAGMENT**

MILLS is personally aware of the extent to which wildlife employs the existing wildlife corridors. The Westerly boundary of Saddle Crest adjacent to Santiago Road is the site of such a corridor which is also a bedding and grazing area for a family of local deer and passageway for Bobcats, Coyotes and other mammals. Introduction of roadway lighting, walkway lighting and lighting on homes will disrupt the use of that corridor and may have significant long term negative impacts on



the wildlife. The Lead Agency should thoroughly study the impact of such lighting and consider removing the project lots along the Westerly boundary with Santiago Road, and/or impose development conditions which include improvement of a fuel modification and wildlife buffer zone at such site.

V – View Shed Infringement:    **PROJECT SITE ABOVE GROUND WATER TANK IMPACTS VIEW SHED**

The current location of the Project Water Storage Tank while appearing to be reasonable under the project design, fails to consider the negative impact brought to bear upon the MILLS property and its current and future residential users.

The current residence on the MILLS property has historically enjoyed a view shed in the direction of the ridgeline to the east and northeast with majestic rock outcroppings and native vegetation. The easterly aspect of Mills property has historically enjoyed a southwesterly view of the Pacific Ocean. MILLS is concerned that Saddle Crest designers have failed to adequately consider the negative impact upon the historic view sheds when locating the water storage tank at the point of it's proposed site. Apparently little care has been taken to mitigate the impact of the water storage tank location or construction so as to NOT impact either of the historic view sheds mentioned herein.

The project enjoys ample property to the North and East of the proposed site, where the tank can be erected with far less impact upon the view shed of the current and future residents of the MILLS property.

The Lead Agency should carefully and thoroughly study the impacts of maintaining the Project water tank in it's proposed site and consider other possible and preferable sites for the tank on the project's property.

VI – The Triangle Fuel Mod Maintenance:    **PERMANENT FUEL MODIFICATION REQUIRED**  
LOT –Q & Portion of Lot P west of The Oak Woodland Tree Line.

The "Triangle" which appears at the northwesterly boundary of the Saddle Crest property is rugged and difficult to access. The terrain is steep in most areas, yet it supports natural vegetation providing fuel for wildfires. In 1988, prior to MILLS ownership, the "Triangle" was graded, destroying native vegetation. Subsequent to 1988, the disturbed soil supports an abundance of weeds providing fuel for wildfires and endangering the MILLS residence and barn. MILLS are concerned that the fuel modification and maintenance of the fuel modification of that area must be provided for in a permanent manner by the developer. The Lead Agency should require the developer to resolve the question of who shall be responsible for maintenance of that area so that it does not become de facto a perpetual nuisance to MILLS. Further the Saddle Crest design may now define fuel modification zones which encroach upon the MILLS property. MILLS is not likely to grant fuel modification easements. Thus, the Saddle Crest development design should incorporate provisions that will satisfy all fuel modification requirements WITHIN the boundaries of the Saddle Crest property without reference or encroachment upon the MILLS property.

VII – Fencing:    **PERIMETER "SOLID WALL" FIRE RESISTENT FENCING**

MILLS has two concerns about perimeter fencing.

First – fencing should be designed so as to avoid unintended access to the adjacent Mills property whether by curious persons or domestic animals or both, particularly in the adjacent wildlife corridors areas of the common boundary;



Second – fencing can/should be designed so as to minimize the impact upon the Mills property by overlapping fuel modification zones. As noted Mills is not likely to voluntarily grant fuel modification easements over the Mills property.

VIII – Buffer Zone between wildlife corridor and project:      **NO CURRENT PLAN TO BUFFER**

MILLS is concerned that the current “clustered plan” or “non-clustered plan” provide for lots to have boundary lines exactly on the westerly and northerly project boundaries, leaving no buffer zone between the project and the wildlife corridors.

IX – Wildlife Corridor Misaligned by Developer:      **TOO WIDE AND TOO FAR WEST**

The Wildlife Corridor (designated as Lot P) along the westerly boundary of the Saddle Crest Designs (figs 3 & 4 of NOP) is defined in such plans at the area of the Triangle (and thus elsewhere as 433ft wide, whereas the F/TSP defines that Corridor as 400 ft wide. MILLS is concerned of the impact to the MILLS property by “pushing” the definition of the Corridor unnecessarily Westerly from the Saddle Crest westerly property line & boundary with the Mills property, resulting in impact to Mills by unnecessarily reducing the non-corridor space between the Westerly line of the Corridor and the Mills residence and barn to an extremely narrow margin. [See: F/TSP Resource Overlay at pages II-10 and 11)].

The Westerly portions of Saddle Crest lots 59, 60 and 61, which are adjacent to the Wildlife Corridor has historically been a springtime nursery for deer and fawns. Consideration should be given to realigning the eastern boundary of the Corridor farther to the east to accommodate the continuation of the wildlife usage of the Corridor and wildlife nursery.

X – Stub Outs for Water and Sewer To Mills:      **ENVIRONMENTAL IMPACTS (IF ANY) RESULTING FROM**

In October 2002 The Trabuco Canyon Water District recommended to OCPDS/Environmental Planning Services (see Exhibit “00.01”) among other matters, that Saddle Crest provide “necessary easements” for high pressure water lines and sewer facilities to be “stubbed out” to the Mills property along the Northwestern boundaries of the two parcels. In site development plans presented by Saddle Crest at that time, Saddle Crest did define and provide for such sub-outs. MILLS is concerned at this time that such stub-out requirements not be “overlooked” as potential environmental study issues, and that their locations, design or capacities not be considered inappropriate as proposed by Saddle Crest in the 2002 design for such sub-outs, provided in order to comply with the requirements of the TCWD. MILLS is further concerned that Saddle Crest discuss it’s intentions as to a stub-out site for future electrical power connection to the Mills property as may be required by the utility provider.

XI – Preserving Existing Rock Outcroppings:      **EXISTING OUTCROPPINGS @ S.W. CORNER OF TRIANGLE**

MILLS notes the presence of existing Large Rock Outcroppings at the South West corner of the Triangle portion of the Saddle Crest project, in the area of proposed Lots 61 & 62 some of which are visible from Santiago Canyon Rd. MILLS is concerned that this large rock outcropping may suffer disturbance, loss and/or removal during the grading phase of lot development at Saddle Crest. MILLS requests that a thorough and careful study be made as to the view shed and cumulative effects impact of grading in this area of the project. Modification of the project lot designs moving them away from the rocks in this area will substantially mitigate possible damage.

**REQUESTS**

Please note the following requests:

- 1.- Please advise the undersigned when, where and in what manner we may purchase or acquire copies of the Saddle Crest proposed amendments to the F/TS Plan and to the General Plan.
- 2.- Please continue to send notices to the undersigned and to the MILLS at the addresses provided below as to matters of interest to the public and/or adjacent property owners about the Saddle Crest project planning, proposals, mapping and other elements of the project which may have possible or probable impact to or upon the MILLS property interests, including the right of MILLS to develop their property in the future.
- 3.- Please make us aware when the Draft E.I.R. is available for public review and comment, when, where and in what manner a copy thereof can be obtained.

Please send all such notices to us as follows:

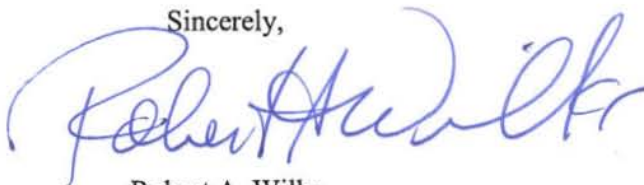
Raymond and Susan Mills  
1361 Yellowstone Drive  
Santa Ana, California 92705

Robert A. Wilks, Esq.  
1801 E. ParkCourt Place – Suite F-102  
Santa Ana, California 92705

If telephone or facsimile contact is preferred on any occasion, please feel free to make such contact at the above telephone number and/or call Mrs. Susan Mills: (714) 838-3073.

Thank you.

Sincerely,



Robert A. Wilks

RAW/fh  
Encls: As stated



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Corinne Luskot, Director

October 3, 2002

Manager, OCPDS / Environmental  
Planning Services Division  
300 N. Flower St. Bx 4048  
Santa Ana, CA 92702-4048

Subject: Saddle Creek and Saddle Crest Projects-  
Recirculated Draft Environmental Impact Report

TCWD has completed the review of the subject document focusing on the sections describing water and sewer services of the RDEIR, including appendices. We offer the following amendments to be added to our previous comments relating to the referenced sections.

6. Under the heading Water, Sewer, Drainage and Water Quality Improvements, Figures 2-13 and 2-14 show proposed transmission pipelines in 8 inch diameter. The developer must conform to TCWD's Design Criteria and Standard Drawings for Water and Sewer Facilities which requires a minimum water transmission main size of 12 inches. The developer is required to obtain easements and construct facilities connecting Saddle Crest with Saddle Creek necessary to provide water system looping for the project. The necessary easements, high pressure water line and sewer facilities should be extended through the Matthews, Kass and Erickson properties, continuing through the Santiago Estates development connecting Saddle Crest with Saddle Creek and continuing on to developments to the south of Saddle Creek. The necessary easements, high pressure water lines and sewer facilities should also be extended to the Mills property north of Saddle Crest for future development. The developer is also required to obtain the necessary easements and construct high pressure water line and sewer facilities for multiple crossings of Live Oak Canyon Road and two connections to the proposed development to the south of Saddle Creek, including the future Bridlewood reservoir. The conceptual water plans need to reflect these system looping requirements.

Thank you,

Brian Bertsch  
Trabuco Canyon Water District

REPRODUCTION OF THIS DOCUMENT IS PROHIBITED

32003 Dove Canyon Drive, Trabuco Canyon, CA 92679 • 949/858-0277 • Fax: 949/858-3025  
Mailing Address: P.O. Box 500, Trabuco Canyon, CA 92678  
[www.tcwd.ca.gov](http://www.tcwd.ca.gov)

**EXHIBIT**

"00.01"



## ORANGE COUNTY FIRE AUTHORITY

P.O. Box 57115, Irvine CA 92619-7115 • 1 Fire Authority Rd., Irvine, CA 92602

Keith Richter, Fire Chief

(714) 573-6000

[www.ocfa.org](http://www.ocfa.org)

September 8, 2011

Channary Leng  
Orange County Planning  
PO Box 4048  
Santa Ana, CA 92702-4048

Re: **Saddle Crest NOP SCH #2011081028**

Dear Sir/Madam,

Thank you for the opportunity to comment on the subject document. The Orange County Fire Authority (OCFA) has considered the potential impacts associated with this proposal and would like to add the following comments and responses:

The OCFA has identified that the project will present impacts to existing fire and rescue services. Currently, the OCFA is responsible for provision of these services to the project area. Increase development in this area needs to support the Fire Services infrastructure. Fire Station 18 which serves the project area is scheduled to be expanded within the next 5 years. As such, the developer will be required to enter into a Secured Fire Protection Agreement (SFPA) with the OCFA.

**MITIGATION:** Prior to grading plan approval for the project, the designated site developer shall enter into a Secured Fire Protection Agreement with the Orange County Fire Authority.

This Agreement shall specify the developer's pro-rata fair share funding of capital improvements necessary to establish adequate fire protection facilities and equipment, and/or personnel. Said agreement shall be reached as early as possible in the planning process, preferably for each phase or land use sector of the project, rather than on a parcel by parcel basis.

The SFPA agreement is typically entered into with developers on a project specific basis to contribute a pro rata share towards funding capital improvements necessary to establish adequate fire protection facilities and equipment. The SFPA is not related to the provision of an "adequate tax base directed to the Structural Fire Fund to offset short and long range costs", but rather to mitigating the impact of a project on OCFA as it impacts capital and infrastructure needs. OCFA's current fair share funding is \$600.00 per dwelling unit or equivalent dwelling unit (approximately 1,111 square feet of non-residential

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**RESIDENTIAL SPRINKLERS AND SMOKE DETECTORS SAVE LIVES**



All of the area is within hazardous native vegetation and the Very High Fire Hazard Severity Zone/Special Fire Protection Area. Development within the area may require significant efforts to reduce wildfire hazards including setbacks and fuel modification. Furthermore, the fuel modification will be reviewed in detail to provide protection for this project, which is located in a Special Fire Protection Zone.

The OCFA has significant concerns in the development of the project within historical wildfire areas. Adherence to special development conditions as well as all other standard condition of the OCFA would be required during project submittal and development. A full list of these requirements is available through the OCFA Planning and Development Section.

The following are areas of interest to our Planning and Development Section:

- Fuel Modification: Since development will require significant fuel modification surrounding development areas that abutting the urban/wildland interface, OCFA will work closely with the developer to provide both the necessary fire protection and protect the endangered plant and wildlife species as identified in the NCCP
- Street Design: Fire master plan is required with the following conditions

**Mitigation:** All traffic signals on public access ways should include the installation of optical preemption devices. All gates within the project shall install emergency opening devices as approved by the Orange County Fire Authority.

**Mitigation:** For the safety of construction personnel, neighboring homes, and fire fighting safety in wildland areas, all fire access roads must be in place prior to building permit issuance.

- Water Supply: There is a need to provide adequate water supplies to serve this planned community. OCFA is concerned that water availability is adequate to meet the demands of fire hydrants and automatic fire sprinkler systems throughout this planned community. OCFA requests water availability identified and addressed in the EIR.

All standard conditions and guidelines will be applied to the project during the normal review process. The NOP was not sent direct to OCFA and was received via the CalFire process. Please forward a copy of all documents direct to OCFA Attn: Strategic Services. If you have any additional questions, please contact me at (714) 573-6199.

Sincerely,



Michele Hernandez  
Management Analyst/Strategic Services Section

Pc: Cal Fire

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RESIDENTIAL SPRINKLERS AND SMOKE DETECTORS SAVE LIVES



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

August 26, 2011

Channay Leng  
Environmental Planning Services Division  
County of Orange  
300 N. Flower Street  
Santa Ana, CA 92702-4048

## **Notice of Preparation of a CEQA Document for the Saddle Crest Homes Project**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as URBEMIS 2007 or the recently released CalEEMod. These models are available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM<sub>2.5</sub> emissions from construction and operational activities and processes. In connection with developing PM<sub>2.5</sub> calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM<sub>2.5</sub> emissions and compare the results to the recommended PM<sub>2.5</sub> significance thresholds. Guidance for calculating PM<sub>2.5</sub> emissions and PM<sub>2.5</sub> significance thresholds can be found at the following internet address: [http://www.aqmd.gov/ceqa/handbook/PM2\\_5/PM2\\_5.html](http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html).



In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html) Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

IM  
ORC110810-06  
Control Number



**DEPARTMENT OF TRANSPORTATION**

District 12  
3347 Michelson Drive, Suite 100  
Irvine, CA 92612-8894  
Tel: (949) 724-2241  
Fax: (949) 724-2592



*Flex your power!  
Be energy efficient!*

**September 6, 2011**

Chanary Leng  
County of Orange - Planning Division  
P.O. Box 4048  
Santa Ana, California 92702-4048

File: IGR/CEQA  
SCH#: 2011081028  
Log #: 662F  
SR-241

**Subject: Saddle Crest Homes**

Dear Ms. Leng,

Thank you for the opportunity to review and comment on the **Notice of Preparation (NOP) for the Saddle Crest Homes Project**. The proposal includes the development of 65 single-family homes on lots with an average size of 20,000 square feet, the majority of which would be building pads. The project site is approximately 113 acres in size and is located north of the junction of Live Oak Canyon Road with El Toro Road and east of Santiago Canyon Road in unincorporated Orange County. The nearest State route to the project site is SR-241.

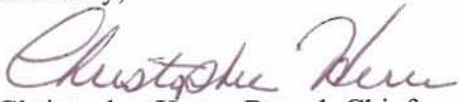
**The Department of Transportation (Department) is a responsible agency** on this project and we have the following comments:

1. The issues of greatest concern to Caltrans are those that may impact traffic circulation and increase demand on State Transportation Facilities. Therefore, in addition to the Orange County Congestion Management Program (CMP) intersections, the Environmental Impact Report (EIR) should include an analysis of the intersections of SR-241 at El Toro Road and SR-241 at Portola Parkway.
2. Traffic Operations requests use of the Highway Capacity Manual (HCM) method outlined in the latest version when analyzing traffic impacts on State Transportation Facilities. The use of HCM is preferred by Caltrans because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on the state's facilities, Caltrans recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate, resulting in possible delay or denial of a permit by Caltrans. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to Caltrans for review and approval.
3. Any project work proposed in the vicinity of the Department's right-of-way would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet the Department's requirements, additional documentation would be required before approval of the encroachment permit. Please coordinate with Department to meet requirements for any work within or near State right-of-way. All entities other than the Department working within the Department's right-

of-way must obtain an Encroachment Permit prior to commencement of work. Please allow 2 to 4 weeks for a complete submittal to be reviewed and for a permit to be issued. When applying for an Encroachment Permit, please incorporate Environmental Documentation, SWPPP/ WPCP, Hydraulic Calculations, Traffic Control Plans, Geotechnical Analysis, right-of-way certification and all relevant design details including design exception approvals. For specific details on the Caltrans Encroachment Permits procedure, please refer to the Caltrans Encroachment Permits Manual. The latest edition of the manual is available on the web site: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,

A handwritten signature in dark ink, appearing to read "Christopher Herre", written in a cursive style.

Christopher Herre, Branch Chief  
Local Development/Intergovernmental Review

C: Scott Morgan, Office of Planning and Research

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## **RURAL CANYONS CONSERVATION FUND**

**P.O. Box 556, Trabuco Canyon, CA 92678**

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### **VIA U.S. MAIL AND EMAIL ATTACHMENT**

September 7, 2011

Channary Leng

General Land Use Planning Division/Environmental Services

Orange County Planning

300 N. Flower Street, P.O.Box 4048

Santa Ana, CA 92702-4048

RE: Notice of Preparation ("NOP") of Draft Environmental Impact Report #611 (DEIR) for "Saddle Crest Homes" Housing Tract ("Project"), Received August 11, 2011; Initial Study No. PA 110027 ("Initial Study"); NOP Scoping Meeting, August 31, 2011

Dear Ms. Leng:

The Rural Canyons Conservation Fund, founded in 1983, advocates for the preservation of Orange County's unique inland rural canyon areas through a program of public education and participation in land use decisions affecting the area's unique and scenic natural resources.

The Project proposes a 65-unit housing tract on 113 acres, an increase of 41% over the 46 units of the earlier Saddle Crest proposal described in DEIR 578.

We have reviewed the NOP and associated Initial Study and respond as follows to the proposal.

### **1. THE COUNTY SHOULD PUBLISH THE DEIR ON THE INTERNET**

To facilitate and encourage public review and comment on the proposed DEIR, the City should publish the DEIR on the Internet, pursuant to CEQA Guidelines section 15201:

"Public participation is an essential part of the CEQA process. Each public agency should include provisions in its CEQA procedures for wide public involvement, formal and informal, consistent with its existing activities and procedures, in order to receive and evaluate public reactions to environmental issues related to the agency's activities. Such procedures should include, whenever possible, making environmental information



available in electronic format on the Internet, on a web site maintained or utilized by the public agency.” (CEQA Guidelines, section 15201.)

Publishing the DEIR on the Internet is clearly possible, and in fact has been done by several cities in Orange County as well as by the Transportation Corridor Agencies.

## **2. COUNTY, NOT THE APPLICANT, MUST CONTRACT WITH THE EIR PREPARER**

“Any draft environmental impact report, environmental impact report, or negative declaration prepared pursuant to the requirements of this division shall be prepared directly by, or under contract to, a public agency.” (CEQA section 21082.1(a).)

“The lead agency shall do all of the following:

(1) Independently review and analyze any report or declaration required by this division.” (CEQA section 21082.1(c).)

The DEIR should indicate how the County intends to comply with the above provisions of CEQA and, specifically, the name of each County official who will “independently review and analyze” each area of environmental data.

## **3. PROJECT WOULD VIOLATE APPLICABLE GENERAL AND SPECIFIC PLANS**

The DEIR must consider the Project’s compliance with the Orange County General Plan (“General Plan”) and the Foothill-Trabuco Specific Plan (“FTSP”) as currently written.

“(d) The EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans.

....

(e) Where a proposed project is compared with an adopted plan, the analysis shall examine the existing physical conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced as well as the potential future conditions discussed in the plan.”

(CEQA Guidelines Section 15125.)

Although amendments of the FTSP and General Plans are proposed, approval of these amendments cannot be assumed as a *fait accompli* for purposes of environmental review under CEQA.

The Project site currently lies within the Foothill Trabuco Specific Plan ("FTSP") which therefore governs all development on this site. The FTSP has the full force of the General Plan, and inconsistency with the FTSP constitutes a violation of the General Plan:

"New development within the Silverado-Modjeska Specific Plan and Foothill-Trabuco Specific Plan planning areas shall be rural in character and shall comply with the policies of these plans in order to maintain a buffer between urban development and the Cleveland National Forest." (Orange County General Plan, Chapter XI, Growth Management Element, at page 10.)

"An action, program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (Governor's Office of Planning and Research, *General Plan Guidelines* 128 (1998).)

The Project conflicts with the FTSP as follows:

**A. No Baseline Grading Plan**

The NOP states that "[t]he use of conventional grading techniques" necessitates amendment of the FTSP. This is apparently an attempt to characterize the grading regulations of the FTSP as somehow "unconventional" and a euphemistic way of saying that the Project does not comply with these regulations and will require alternative grading standards. In that case, the FTSP requires submission of a "baseline grading plan," as follows:

"Where an area plan, site development permit or use permit application proposes to establish Alternative Grading Standards, the applicant shall provide all necessary information required for project submittals (Section II.G) for both a project alternative which fully complies with the baseline grading requirements of the Land Use District in which the project is located, as well as for the project alternative utilizing the proposed Alternative Grading Standards." (FTSP, page III-89.)

The proposed grading plan evidently already exists, and should be included in a recirculated NOP so that the scope of the DEIR's discussion of grading impacts can be assessed as early as possible in the CEQA process, as CEQA requires.

As for the "Non-Clustered Scenario" that appears in the NOP, the grading plan for this alternative, claimed "to be consistent with the existing F/TSP" (NOP page 3, and Fig. 4), should also be provided in order to examine this claim, which appears dubious given the extensive manufactured slopes appearing in Fig. 4. It also appears doubtful that this scenario complies with the required natural open space set aside requirements.



## **B. Insufficient Open Space Area Preserved**

Because the NOP concedes that the Project cannot comply with the FTSP's baseline grading standards, and instead proposes alternative grading standards, 70% of the site must be preserved as natural open space:

“The Alternative Grading Standards shall result in seventy (70) percent or more of the project site being preserved in natural open space. No grading, structures (including stables and corrals) or commercial agricultural activities shall be permitted in the natural open space area. River rock walls not to exceed three feet and open fencing shall be permitted in the natural open space area.” (FTSP page III-86.)

According to the NOP, however, only 66% open space is proposed, and this includes “remedial grading, revegetated areas [including manufactured slopes], water quality basins, and fuel modification zones” (NOP page 2), all clearly contrary to the above FTSP requirements.

## **C. Insufficient Lot Sizes**

The Project's proposed average lot size is 20,000 square feet (NOP page 2). The FTSP, however, mandates a *minimum* lot size of 0.5-acre (21,780 square feet). (FTSP page III-48.)

The above are the points of non-compliance discernible from the scant documentation provided in the NOP and at the scoping meeting of August 31. There may be more. Although the NOP indicates the inclusion of an FTSP amendment and “appropriate General Plan Amendments” (NOP page 2), the substance of these amendments is not made clear, and so it is not possible to determine the corresponding environmental impacts. According to information given out by the County at the scoping meeting, these amendments have been determined and have been discussed with the County Counsel. They should therefore be included in a revised and recirculated NOP.

Finally, we note with dismay that, right out of the gate, the applicant has submitted a mass-graded, Hunsaker-style suburban housing tract, and demanded that the County adjust—even decimate—its public policies and regulations to accommodate him. There is no apparent attempt at the reverse, proper procedure of designing the Project to comply with the existing policies and regulations. Although he submits a token “Non-Clustered Scenario” that allegedly “would not require amendment(s) to the F/TSP,” it, out of all the possible such conforming scenarios, is obviously a cynical strawman exercise designed to inflict extreme impacts and “make the FTSP look bad”—and in no way a good-faith attempt to comply with the intent of the FTSP.

#### **4. THE DEIR MUST DISCLOSE THE PROJECT'S IMPACTS ON SCHOOLS.**

We note with concern that the Project does not include provision of a school site. The FTSP requires that this Project be evaluated for inclusion of an elementary school site:

“Until such time as an elementary school site is identified within the Specific Plan Area, all project proposals of 75 gross acres or more shall be evaluated by the District for possible inclusion of an elementary school site with a minimum of 10 net usable acres.” (FTSP, Page II-49.)

#### **5. THE DEIR MUST CONSIDER THE PROJECT'S IMPACT ON AREA WATER SUPPLIES.**

The Project site lies within the service area of the Trabuco Canyon Water District. The District has enacted a permanent water conservation ordinance, effective January 1, 2009, due to prevailing drought conditions and anticipated long term water shortages. The DEIR must assess the Project's short and long-term impact on the area's limited water supplies, including the effects on existing residents.

#### **6. THE DEIR MUST DISCLOSE THE POTENTIAL IMPACTS DUE TO THE PROPOSED VESTING TENTATIVE SUBDIVISION MAP.**

We note with concern the Project's inclusion of a Vesting Tentative Subdivision Map. Under provisions of California law, this instrument conveys vested rights to the developer and limits the discretion of the County to impose future land use controls. Normally, such concessions to the applicant are given only in exchange for substantial needed public benefits that go beyond serving the needs or mitigating the impacts of the proposed project. In this case, we perceive no such public benefit. No regional serving infrastructure is being proposed, no school site, no active parkland. The site is simply packed to the maximum limit set by the FTSP (65 units) with residential lots so as to maximize return to the applicant, who simultaneously requests that provisions of generally applicable County policies be dispensed with for his individual, special benefit. The project simply produces incremental environmental degradation, and a net drain on the infrastructure and carrying capacity of the County and the region with no redeeming public benefit to speak of.

The DEIR should clearly outline for the decision makers considering this Project the potential environmental consequences of tying their own hands through approval of a vesting subdivision in view of the great economic, environmental, and regulatory uncertainty facing the County and the region. The DEIR should also set forth alternatives under which the County retains its future discretionary powers, including through the Zoning Code, General Plan, FTSP, the state Subdivision Map Act, and the numerous other regulatory tools in the hands of the County.



**7. THE DEIR MUST CONSIDER THE POTENTIALLY SIGNIFICANT IMPACT OF AMENDING THE FTSP FOR THIS PROJECT.**

According to the NOP, the Project includes an amendment or amendments to the FTSP (NOP page 2). Such amendments, granted for no other reason than the benefit of the applicant, set a precedent that creates potentially significant impacts beyond the Project's boundaries: if granted, future applicants will very foreseeably request the same, thereby creating cumulative and growth-inducing impacts across the entire FTSP area that the DEIR must consider. Such impacts encompass density, landform alteration, biological resources, water quality, air quality, etc.

**8. THE PROJECT REQUIRES APPROVAL OF A ZONING VARIANCE.**

To the extent that the Project requests through the proposed amendments dispensation from FTSP provisions that apply to other parcels in the FTSP area, it requires approval of a zoning variance, and a finding of "no special privilege," as mandated by state law and the County Zoning Code.

**9. THE PROJECT DESCRIPTION IS INCOMPLETE.**

The NOP must be revised and recirculated because it does not provide a complete description of Project characteristics which are evidently already known. These include the grading plans, as explained above, the complete text of the FTSP amendment (conceded at the August 31 scoping meeting to already exist), and the complete text of the "appropriate General Plan Amendments" mentioned in passing on NOP page 2.

CEQA requires exposition and consideration of environmental information at the earliest possible point in the EIR process. Since it is known that this information exists, it must be included in the NOP so that the appropriate scope of the DEIR can be determined.

**10. THE DEIR MUST ANALYZE THE CUMULATIVE TRAFFIC IMPACTS ON SANTIAGO CANYON ROAD.**

According to the General Plan, a level of traffic service "C" must be maintained on Santiago Canyon Road, and a traffic analysis performed that complies with the requirements of the General Plan. This analysis must consider not only the Project's own impacts, but those due to existing, anticipated, and approved development, including the East Orange project along Santiago Canyon Road.

**11. THE DEIR MUST DESCRIBE A RANGE OF FEASIBLE ALTERNATIVES TO THE PROPOSED PROJECT**

To effectuate its mandate that significant environmental impacts be reduced or avoided to the extent feasible (Public Resources Code section 21002.1(b)), CEQA requires that the EIR

“[d]escribe a range of reasonable alternatives to the proposed project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines section 15126.6(a)).

“Selection of a range of reasonable alternatives. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant effects.” (CEQA Guidelines section 15126(c).)

“Although EIRs are not required to be perfect or to discuss project alternatives beyond what is realistically possible [citations omitted], an EIR must produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned.” (*San Bernadino Valley Audubon Society, Inc. v. County of San Bernadino* (4<sup>th</sup> Dist. 1984) 155 Cal.App.3d 738, 750-751.)

Thus, under CEQA, the EIR must identify alternatives to the proposed project that meet three separate requirements: feasibility, attainment of “most of the basic purposes of the project,” and avoidance or substantial lessening of one or more significant impacts. The DEIR must offer a “reasonable choice” among alternatives to the decision maker attempting to carry out its obligation under CEQA to reduce significant environmental impacts to the extent feasible—not a *pro forma* series of strawmen conveniently set up to be discredited, leaving the decision maker with only the one desired result, the project as proposed.

Therefore, the DEIR should describe at least the following alternatives to the proposed Project, each designed to meet the above three requirements of CEQA:

- Open space alternative, in which the Project site is acquired as open space, reducing all identified environmental impacts.
- Lower density housing tract alternatives, reducing the impacts of grading, sprawl, and infrastructure. The NOP includes only maximum density scenarios.
- Density transfer alternative, in which the proposed housing tract is constructed in an existing urbanized area, reducing the impacts due to infrastructure provision, traffic, grading, and air pollution. This scenario was successfully used to relocate the Saddleback Community Church from the very site of this proposed Project to a more suitable location in the Foothill Ranch housing tract.

Detailed economic data must be included for each DEIR alternative to substantiate any claims of "economic infeasibility," and should include the fiscal impact on the public coffers to provide infrastructure and services, including fire, police, and rescue.

Please include this letter in the official record of proceedings for this project. Please provide a copy of the revised NOP when it is complete. Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Ray Chandos".

Ray Chandos  
Secretary/Treasurer



***Saddleback Canyons Conservancy***

P.O. BOX 714  
TRABUCO CANYON, CALIFORNIA 92678



September 7, 2011

VIA EMAIL TO [Channary.Leng@ocpw.ocgov.com](mailto:Channary.Leng@ocpw.ocgov.com)

OC Planning  
300 N. Flower St.  
PO Box 4048  
Santa Ana, California 92702-4048  
Attn: Channary Leng

**Re: COMMENTS ON NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL  
IMPACT REPORT #611 FOR SADDLECREST HOMES PROJECT**

Dear Ms. Leng:

The Saddleback Canyons Conservancy is dedicated to protecting and enhancing the environment and quality of life in the rural canyon areas of southeastern Orange County, which includes the Foothill/Trabuco Specific Plan ("FTSP") area. A primary goal of the FTSP is to preserve the rural character of the area and provide a buffer between urban development and the Cleveland National Forest. FTSP at p. I-5. Our efforts include environmental advocacy and involvement in land-use decisions affecting the area.

The purpose of this letter is to provide written comments on the Notice of Preparation ("NOP") for the SaddleCrest Homes project ("Project"). These comments memorialize and supplement comments we made at the NOP scoping meeting held at O'Neill Park on August 31, 2011.

Regarding the scoping meeting, our organization was surprised and disappointed that neither the County nor the Project developer made any presentation whatsoever of the Project at the meeting (other than two posters showing the proposed Project and a more impactful "alternative"). No details were given about the grading plan, the extent of oak tree and sensitive plant impacts, or the extent of impacts to animal species and wildlife corridors. Moreover, it became clear by the end of the scoping meeting that the proposed FTSP amendment had, as of the time of the meeting, already been crafted with help from County counsel. Despite that fact, the County did not circulate the proposed FTSP amendment to members of the public in advance of the scoping meeting to give the public adequate time to review it and formulate questions regarding it in advance of the meeting. We hope that this omission was an oversight and does not portend a general lack of candor regarding the Project.

We now specifically request that the proposed FTSP amendment immediately be mailed to us and to all interested parties. In view of the absence of detailed information about the Project and the FTSP amendment, the NOP should be amended to include all details of the Project, and then the NOP should be recirculated.

Based on the limited information provided in the NOP, our organization opposes the proposed Project because of its noncompliance with the FTSP and its unavoidable significant environmental impacts. Many of the environmental impacts are due to (i) the Project's location on virgin land within the rural FTSP area, (ii) the Project's close proximity to the Cleveland National Forest, (iii) the Project's proximity to the Silverado-Modjeska Specific Plan area, (iv) the Project's proximity to the upper reaches of the Aliso Creek watershed (v) and the Project's inherent "sprawl" character. We also note and object to the substantial increase in the density of development over the prior plan under DEIR #578 (65 units over the previous 46 units).

Below is a nonexhaustive list of environmental and land-use planning issues that our organization respectfully requests be addressed in the Draft Environmental Impact Report ("DEIR"), in addition to those issues already identified in the NOP.

**1. THE COUNTY SHOULD REQUIRE THE PROJECT PROPONENT TO SUBMIT AN FTSP-COMPLIANT PROJECT.**

Before entertaining a project that is *noncompliant* with the area's zoning regulations, the County Planning Department should require the developer to submit a plan that *is* compliant. That plan would serve as the baseline for determining environmental impacts of the project and its alternatives. If a baseline compliant project is not submitted by the developer for consideration, the County should require the developer to explain fully why it cannot comply. Clearly, no such action was taken in this case, where only "clustered" and "non-clustered" plans have been proposed, neither of which complies with the FTSP. These plans set up false standards for comparison when the only correct standard is compliance with the FTSP, the governing zoning law. It appears that the County is enabling the developer to "shoehorn" a standard tract housing development into this rural canyon area. The community has consistently strongly voiced its opposition to such development plans, which are incongruous with the character of the area, in violation of the land-use regulations, and should be rejected at the outset.

**2. THE PROJECT AS PROPOSED WILL REQUIRE A ZONING VARIANCE.**

Although we have not yet seen the proposed FTSP amendment associated with the Project, it seems clear that the Project and amendment will require a variance from zoning regulations. California law prohibits the granting of "special privileges" not afforded other properties in the vicinity. Govt. Code § 65906. We know of no other similar-sized properties that have been awarded variances.

**3. THE PROPOSED AMENDMENTS TO THE GENERAL PLAN WILL REQUIRE AN ENVIRONMENTAL IMPACT REPORT.**

The NOP states that the applicant is proposing “appropriate General Plan Amendments.” NOP at p. 2. General plans and amendments are “projects” under CEQA. CEQA Guidelines § 15378(a)(1). Therefore, before the General Plan Amendment can be approved (and thus the Project), CEQA requires that the County prepare an EIR describing and analyzing the significant environmental effects of the proposed General Plan Amendment and discussing ways to mitigate or avoid the effects.

**4. THE PROJECT MUST PRESERVE A MINIMUM OF 70% OF THE SITE IN PERMANENT, NATURAL OPEN SPACE.**

The NOP states that “[a]pproximately 75 acres or 66 percent of the project site is proposed to remain open space (*including* remedial grading, revegetated areas, water quality basins, and fuel modification zones), of which approximately 55 acres would be dedicated to the County . . . for open space purposes.” NOP at p. 2; emphasis added. But the FTSP requires at least 66% of the site to be preserved in **permanent, natural open space**, and specifically mandates that **NO** grading or structures shall be permitted in natural open space area. FTSP at pg. III-52. The NOP presents this FTSP amendment as a *fait accompli* rather than pointing out that this proposal is a significant deviation from the FTSP and one that will diminish the County’s and public’s rightful entitlement to natural open space. The DEIR must analyze the environmental impacts of any diminished preservation of natural open space as proposed by the Project.

Moreover, the NOP indicates that the Project cannot comply with the FTSP’s baseline grading standards, and instead proposes alternative grading standards. As such, 70%, not 66%, of the site must be preserved as natural open space. FTSP page III-86.

In all, the amendment smacks of a “project-specific amendment” that the County would be wise to refuse to entertain – particularly in view of the Court of Appeal’s opinion in *Endangered Habitats League v. County of Orange*, 131 Cal. App. 4th 777 (4th Dist. 2005). *Id.* at 790.

**5. THE DEIR MUST ADDRESS THE GROWTH-INDUCING IMPACTS OF THE PROPOSED FTSP AMENDMENT.**

We disagree with the NOP’s conclusion of “less than significant impact” on population and housing. NOP at p. 23. The Project is situated between two specific plan areas, the FTSP area and the Silverado-Modjeska Plan area, both designed to protect and enhance the rural character of the canyon areas. A standard suburban housing tract such as the Project changes the character of both specific plans areas, eroding the core rural character of both, and potentially inducing other landowners to submit proposals for similar suburban tract housing, increasing the population, and generally setting a trend toward negative environmental impacts in the area. It is notable that the same landowner owns the 98-acre “Watson” parcel near the Project and Cook’s



Corner and, although no development plans have been announced for that parcel, the Project and its accompanying FTSP amendment could lay the groundwork for intensified development in the entire area -- both on the Watson parcel and on other large parcels in the FTSP area that are currently natural open space.

**6. THE DEIR MUST ADDRESS SB 375'S MANDATE TO CREATE SUSTAINABLE COMMUNITIES.**

Senate Bill 375, the "Sustainable Communities Planning Act" was signed into law in 2008. The law requires development of regional GHG emission reduction targets and preparation of a "sustainable communities strategy" ("SCS") to reduce the amount of vehicle miles traveled. Land-use decisions must take into account mandated reductions in GHG emissions and planning decisions must follow a new paradigm directed to smart growth and sustainable communities. Orange County is overseen by the Southern California Association of Governments, i.e., SCAG, which is developing the Orange County Subregional Sustainable Communities Strategy. The timeline for adoption of the final plan is slated for April 2012. The DEIR must the SCS and address how the Project will comply with it. As proposed, the Project epitomizes sprawl development: it is located at the outermost edge of a portion of Trabuco Canyon, on virgin land, and appears to have no attributes associated with sustainability. Nowhere in the NOP is sustainability addressed. If the Project is to proceed (assuming FTSP compliance), the County should require the developer to incorporate green building technologies, including solar-power for each housing unit, to approach neutral-impact development.

**7. THE DEIR MUST ADEQUATELY ASSESS TRAFFIC IMPACTS.**

Although no information was given in the NOP regarding the current level of service (LOS) on Santiago Canyon Road, the DEIR must appropriately assess LOS in view of other proposed projects in the area. In particular, the LOS must be considered cumulatively with the Irvine Company's proposed East Orange project near Irvine Lake. Our organization is opposed to changes in the rural scenic highway character of Santiago Canyon Road, or to changes in the rural character of the intersection at Live Oak Canyon Road, such as the installation of traffic signal lights.

Further, the Project should honor and participate in the planned "Adopt-A-Roadway" project on Santiago Canyon Road. Our organization has been key in the development of this project with OC Roads, and the DEIR should appropriately address both "Adopt-A-Roadway" implications and commitment to the project.

**8. THE DEIR SHOULD ADDRESS THE IMPACTS ON RECREATIONAL TRAILS.**

The NOP makes no mention of recreational trails and the impacts of the Project on existing and planned trails. The DEIR should analyze these impacts. The Project should include a trail overlay that provides multi-use trail connections to existing trails and integration with the county "Master Plan of Trails" schedule. The Project plan must address and be responsible for all aspects of easement, management, and maintenance of these trails.

**9. THE DEIR MUST ADEQUATELY ANALYZE IMPACTS TO THE ALISO CREEK WATERSHED.**

The Project is situated near a blue-line stream that feeds into Aliso Creek. Aliso Creek drains to the Pacific Ocean at Aliso Creek Beach. The DEIR must analyze the environmental and public health hazards associated with developing the Project site, along with the risks of contamination of Aliso Creek. Additionally, the DEIR must analyze the cumulative impacts of the Project on water quality.

**10. THE DEIR MUST EVALUATE THE INCREASED FIRE RISK AND RESULTANT ENVIRONMENTAL IMPACTS BASED ON THE PROJECT'S PLACEMENT AT A WILDLAND INTERFACE.**

It is well-documented that one of the effects of global warming is increased frequency and severity of wildland fires. The 2007 Santiago Fire burned 28,517 acres in Trabuco, Modjeska, and Santiago Canyons. Residents within one mile of the proposed Project site were forced to evacuate their homes for several days. The DEIR must analyze the environmental impacts of bringing a new development into a known hazardous fire area and evaluate the environmental impacts (e.g., on air quality, water supply, GHG emissions, services) of a wildland fire affecting the Project. The single ingress/egress to the Project is inadequate and will pose a safety hazard.

Please incorporate these comments in the public record for the Project. Thank you.

Sincerely,

/s/

Gloria Sefton, Esq.  
Rich Gomez  
Co-founders

cc: Bill Campbell, 3<sup>rd</sup> District Supervisor



**Matthew Rodriguez**  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

**Deborah O. Raphael, Director**  
5796 Corporate Avenue  
Cypress, California 90630



**Edmund G. Brown Jr.**  
Governor

August 29, 2011

Ms. Channary Leng  
Orange County Planning  
P.O. Box 4048  
Santa Ana, California 92702-4048

### NOTICE PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SADDLE CREST HOMES PROJECT, (SCH#2011081028), ORANGE COUNTY

Dear Ms. Leng:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation for a draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The Saddle Crest Homes project includes the development of 65 single family homes on lots with an average size of nearly 20,000 square feet, the majority of which would be building pads. The Saddle Crest Homes project site is approximately 113 acres in size and is located in unincorporated Orange County north of the junction of Live Oak Canyon Road with El Toro Road and east of Santiago Canyon Road. The project site lies within the Upper Aliso Residential (UAR) District in the northwestern portion of the Foothill Trabuco Specific Plan (F/TSP). The project site is currently undeveloped and vacant. The majority of the project site is open space and areas where some grazing has occurred. There are no residential structures within the property boundary. The proposed project focuses development on the portion of the project area contiguous to Santiago Canyon Road and concentrates open space on the remainder of the project area to create a buffer between residential uses and the canyon areas to the north."

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).



- Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see

Ms. Channary Leng  
August 29, 2011  
Page 4

[www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

- 10) Also, in future CEQA document, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov).

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
Attn: Nancy Ritter  
[nritter@dtsc.ca.gov](mailto:nritter@dtsc.ca.gov)

CEQA # 3312





Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

Notice of Preparation

August 9, 2011

To: Reviewing Agencies

Re: Saddle Crest Homes  
SCH# 2011081028

Attached for your review and comment is the Notice of Preparation (NOP) for the Saddle Crest Homes draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Channary Leng  
Orange County Planning  
P.O. Box 4048  
Santa Ana, CA 92702-4048

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2011081028  
**Project Title** Saddle Crest Homes  
**Lead Agency** Orange County

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**Type** NOP Notice of Preparation  
**Description** The development of 65 single-family residential homes on lots with an average size of over 20,000 square feet. Vehicular access will be provided from Santiago Canyon Road. Approximately 75 acres, or 66 percent of the project site will remain open space (including remedial grading, revegetated areas, water quality basins, and fuel modification zones), of which 55 acres would be dedicated to the County.

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**Lead Agency Contact**

<b>Name</b>	Channary Leng		
<b>Agency</b>	Orange County Planning		
<b>Phone</b>	(714) 667-8849	<b>Fax</b>	
<b>email</b>			
<b>Address</b>	P.O. Box 4048		
<b>City</b>	Santa Ana	<b>State</b> CA	<b>Zip</b> 92702-4048

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**Project Location**

<b>County</b>	Orange		
<b>City</b>			
<b>Region</b>			
<b>Cross Streets</b>	North of Live Oak Canyon Road & El Toro Road, along Santiago Canyon Road		
<b>Lat / Long</b>	33° 41' 36.09" N / 117° 37' 40.21" W		
<b>Parcel No.</b>	858-011-09,08,07,858-021-13,21,02,17		
<b>Township</b>	5S	<b>Range</b> 7W	<b>Section</b> 32
			<b>Base</b> SBB&M

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**Proximity to:**

<b>Highways</b>	
<b>Airports</b>	
<b>Railways</b>	
<b>Waterways</b>	
<b>Schools</b>	St. Michael's Abbey
<b>Land Use</b>	Suburban Residential, Upper Aliso Residential (UAR)

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wildlife; Landuse

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**Reviewing Agencies** Resources Agency; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 5; Native American Heritage Commission; Caltrans, District 12; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8; Department of Water Resources

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<b>Date Received</b>	08/09/2011	<b>Start of Review</b>	08/09/2011	<b>End of Review</b>	09/07/2011
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# NOP Distribution List

226

County: ORANGE

SCH#

2011081028

## Resources Agency

- ☐ Resources Agency  
Nadell Gayou
- ☐ Dept. of Boating & Waterways  
Mike Sotelo
- ☐ California Coastal Commission  
Elizabeth A. Fuchs
- ☐ Colorado River Board  
Gerald R. Zimmerman
- ☐ Dept. of Conservation  
Jonathan Martis
- ☐ California Energy Commission  
Eric Knight
- ☐ Cal Fire  
Allen Robertson
- ☐ Central Valley Flood Protection Board  
James Herota
- ☐ Office of Historic Preservation  
Ron Parsons
- ☐ Dept of Parks & Recreation  
Environmental Stewardship Section
- ☐ California Department of Resources, Recycling & Recovery  
Sue O'Leary
- ☐ S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- ☐ Dept. of Water Resources  
Resources Agency  
Nadell Gayou

- ☐ Fish & Game Region 1E  
Laurie Harnsberger
- ☐ Fish & Game Region 2  
Jeff Drongesen
- ☐ Fish & Game Region 3  
Charles Armor
- ☐ Fish & Game Region 4  
Julie Vance
- ☒ Fish & Game Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- ☐ Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M  
Brad Henderson  
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M  
George Isaac  
Marine Region

## Other Departments

- ☐ Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- ☐ Depart. of General Services  
Public School Construction
- ☐ Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- ☐ Dept. of Public Health  
Bridgette Binning  
Dept. of Health/Drinking Water

## Independent Commissions, Boards

- ☐ Delta Protection Commission  
Linda Flack
- ☐ Cal EMA (Emergency Management Agency)  
Dennis Castrillo
- ☐ Governor's Office of Planning & Research  
State Clearinghouse

- ☒ Native American Heritage Comm.  
Debbie Treadway
- ☐ Public Utilities Commission  
Leo Wong
- ☐ Santa Monica Bay Restoration  
Guangyu Wang
- ☐ State Lands Commission  
Cy R. Oggins
- ☐ Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

## Business, Trans & Housing

- ☐ Caltrans - Division of Aeronautics  
Philip Crimmins
- ☐ Caltrans - Planning  
Terri Pencovic
- ☐ California Highway Patrol  
Scott Loetscher  
Office of Special Projects
- ☐ Housing & Community Development  
CEQA Coordinator  
Housing Policy Division

## Dept. of Transportation

- ☐ Caltrans, District 1  
Rex Jackman
- ☐ Caltrans, District 2  
Marcelino Gonzalez
- ☐ Caltrans, District 3  
Bruce de Terra
- ☐ Caltrans, District 4  
Lisa Carboni
- ☐ Caltrans, District 5  
David Murray
- ☐ Caltrans, District 6  
Michael Navarro
- ☐ Caltrans, District 7  
Elmer Alvarez

- ☐ Caltrans, District 8  
Dan Kopulsky
- ☐ Caltrans, District 9  
Gayle Rosander
- ☐ Caltrans, District 10  
Tom Dumas
- ☐ Caltrans, District 11  
Jacob Armstrong
- ☒ Caltrans, District 12  
Marlon Regisford

## Cal EPA

### Air Resources Board

- ☐ Airport Projects  
Jim Lerner
- ☐ Transportation Projects  
Douglas Ito
- ☐ Industrial Projects  
Mike Tollstrup

- ☐ State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance

- ☐ State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

- ☐ State Water Resources Control Board  
Phil Crader  
Division of Water Rights

- ☒ Dept. of Toxic Substances Control  
CEQA Tracking Center

- ☐ Department of Pesticide Regulation  
CEQA Coordinator

## Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- ☐ RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- ☐ RWQCB 3  
Central Coast Region (3)
- ☐ RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- ☐ RWQCB 5S  
Central Valley Region (5)
- ☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- ☐ RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- ☐ RWQCB 6  
Lahontan Region (6)
- ☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- ☐ RWQCB 7  
Colorado River Basin Region (7)
- ☒ RWQCB 8  
Santa Ana Region (8)
- ☐ RWQCB 9  
San Diego Region (9)

- ☐ Other \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

## Fish and Game

- ☐ Depart. of Fish & Game  
Scott Flint  
Environmental Services Division
- ☐ Fish & Game Region 1  
Donald Koch

Last Updated 6/28/11

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
ds\_nahc@pacbell.net



August 17, 2011

Ms. Channary Leng, Planner

**Orange County Planning Department**

P.O. Box 4048  
Santa Ana, CA 92702-4048

Re: SCH#2011081028 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "Saddle Crest Homes Project;" located on approximately 75-acres over half is left in open space and 65 single-family homes; located in central Orange County, California.

Dear Ms. Leng:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3<sup>rd</sup> 604). The NAHC wishes to comment on the above-referenced proposed Project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the 'area of potential effect (APE)'. Also, the absence of archaeological items at the surface level does not preclude their existence at the subsurface level once ground-breaking activity is underway.

The NAHC 'Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).



Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

Furthermore we recommend, also, that you contact the California Historic Resources Information System (CHRIS) California Office of Historic Preservation for pertinent archaeological data within or near the APE, at (916) 445-7000 for the nearest Information Center in order to learn what archaeological fixtures may have been recorded in the APE.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. If cultural resources are identified, the preference of the NAHC is *avoidance*, pursuant to CEQA Guidelines Section 15370(a).

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code 5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code 6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic

Places and there may be sites within the APE eligible for listing on the California Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton  
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List



# California Native American Contact List

Orange County  
August 17, 2011

Ti'At Society/Inter-Tribal Council of Pimu  
Cindi M. Alvitre, Chairwoman-Manisar  
3098 Mace Avenue, Aapt. D Gabrielino  
Costa Mesa, , CA 92626  
calvitre@yahoo.com  
(714) 504-2468 Cell

Gabrielino Tongva Nation  
Sam Dunlap, Chairperson  
P.O. Box 86908  
Los Angeles , CA 90086  
samdunlap@earthlink.net  
Gabrielino Tongva

(909) 262-9351 - cell

Juaneno Band of Mission Indians Acjachemen Nation  
David Belardes, Chairperson  
32161 Avenida Los Amigos Juaneno  
San Juan Capistrano CA 92675  
(949) 493-4933 - home  
chiefdavidbelardes@yahoo.  
com  
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation  
Anthony Rivera, Chairman  
31411-A La Matanza Street Juaneno  
San Juan Capistrano CA 92675-2674  
arivera@juaneno.com  
(949) 488-3484  
(949) 488-3294 - FAX  
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation  
John Tommy Rosas, Tribal Admin.  
Private Address Gabrielino Tongva  
tattnlaw@gmail.com  
310-570-6567

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490  
Bellflower , CA 90707  
gtongva@verizon.net  
562-761-6417 - voice  
562-761-6417- fax  
Gabrielino Tongva

Gabrielino/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

Juaneno Band of Mission Indians  
Alfred Cruz, Culural Resources Coordinator  
P.O. Box 25628 Juaneno  
Santa Ana , CA 92799  
alfredgcruz@sbcglobal.net  
714-998-0721  
714-998-0721 - FAX  
714-321-1944 - cell

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011081028; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Saddle Crest Homes Project; located on approximately 75-acres for 65 single-family homes; over fifty percent of the property will be left in open space. Access to the site is by Santiago Canyon Road; Orange County, California.

**California Native American Contact List**  
Orange County  
August 17, 2011

Juaneno Band of Mission Indians  
Adolph 'Bud' Sepulveda, Vice Chairperson  
P.O. Box 25828                      Juaneno  
Santa Ana , CA 92799  
**bssepul@yahoo.net**  
714-838-3270  
714-914-1812 - CELL  
bsepul@yahoo.net

Juaneño Band of Mission Indians  
Sonia Johnston, Tribal Chairperson  
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Santa Ana , CA 92799  
sonia.johnston@sbcglobal.  
net  
(714) 323-8312

Juaneno Band of Mission Indians  
Anita Espinoza  
1740 Concerto Drive                      Juaneno  
Anaheim , CA 92807  
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United Coalition to Protect Panhe (UCPP)  
Rebecca Robles  
119 Avenida San Fernando      Juaneno  
San Clemente CA 92672  
rebrobles1@gmail.com  
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Gabrielino-Tongva Tribe  
Bernie Acuna  
1875 Century Pk East #1500 Gabrielino  
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(310) 428-5690 - cell  
(310) 587-0170 - FAX  
bacuna1@gabrieinotribe.org

Juaneno Band of Mission Indians Acjachemen Nation  
Joyce Perry; Representing Tribal Chairperson  
4955 Paseo Segovia                      Juaneno  
Irvine , CA 92612  
949-293-8522

Gabrielino-Tongva Tribe  
Linda Candelaria, Chairwoman  
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(310) 587-0170 - FAX  
760-904-6533-home

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011081028; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Saddle Crest Homes Project; located on approximately 75-acres for 65 single-family homes; over fifty percent of the property will be left in open space. Access to the site is by Santiago Canyon Road; Orange County, California.

## WE APPRECIATE YOUR PARTICIPATION

### Saddle Crest Homes NOP Scoping Meeting Comment Form

The County of Orange requests your participation in the planning process for this project. Your comments will assist us in addressing your concerns in the Notice of Preparation (NOP).

You may submit your comments at the August 31, 2011 scoping meeting or, if you prefer, you can mail, FAX, hand deliver, or e-mail your comments to OC Planning, attention Channary Leng, Project Manager.

Mail: P.O. Box 4048  
Santa Ana, CA 92702-4048

Delivery: 300 North Flower Street, 1<sup>st</sup> Floor  
Santa Ana, CA 92702

Telephone: (714) 667-8849  
Fax: (714) 834-5413  
E-mail: [Channary.Leng@ocpw.ocgov.com](mailto:Channary.Leng@ocpw.ocgov.com)

For your convenience, three specific questions are listed to help organize your comments. (Note that this is a two-sided form).

1. What specific environmental impact issues would you like to see addressed in the EIR?

Safer Public access to recreational trails and  
roads through and East of the proposed project.

2. What specific suggestions do you have to avoid or reduce one or more environmental impacts of this project?

A conservation Alternative would be best  
in this financial climate. Measure in purchase?

(see over)



3. What is your preferred method of learning about future meetings and obtaining additional information about this project?

Newspaper Notices

Direct Mail

County of Orange Website

Other (Please specify) \_\_\_\_\_

4. Would you like us to e-mail you a copy of the NOP? Yes \_\_\_\_\_ No X

Your Name:

Jesse Peterson

Mailing Address:

14931 Wildcat Rd. Silverado, CA 92676

Telephone Number:

714 649-2820

E-mail:

\_\_\_\_\_

Group You Represent:

Silverado, Modjeska residents  
trail users



## WE APPRECIATE YOUR PARTICIPATION

Saddle Crest Homes  
NOP Scoping Meeting Comment Form

The County of Orange requests your participation in the planning process for this project. Your comments will assist us in addressing your concerns in the Notice of Preparation (NOP).

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Telephone: (714) 667-8849

Fax: (714) 834-5413

E-mail: [Channary.Leng@ocpw.ocgov.com](mailto:Channary.Leng@ocpw.ocgov.com)

For your convenience, three specific questions are listed to help organize your comments. (Note that this is a two-sided form).

1. What specific environmental impact issues would you like to see addressed in the EIR?

mitigation measures and/or protection of:  
1. Coastal Sage Scrub, cactus wren, prickly pear cactus (sensitive species) mountain lion corridor, coast live oak tree protection measures, possibility of endangered bufo californicus Arroyo toad? Light & noise pollution. Dark sky, and very importantly... this project violates the County General plan and the foothill Trabuco Specific Plan!

2. What specific suggestions do you have to avoid or reduce one or more environmental impacts of this project?

Our suggestion to reduce all environmental impacts of this project would be to urge the County of Orange to ask Saddleback vineyards (Saddle Crest homes) to use only the conservation alternative for this precious land.

(see over)

3. What is your preferred method of learning about future meetings and obtaining additional information about this project?

Newspaper Notices

Direct Mail

County of Orange Website

Other (Please specify) email: info@canyonland.org

4. Would you like us to e-mail you a copy of the NOP? Yes X No

Your Name:

Chalynn Peterson

Mailing Address:

P.O. Box 613, Silverado, Ca 92676

Telephone Number:

818 714-649-2820

E-mail:

info@canyonland.org

Group You Represent:

Canyon Land Conservation Fund

Mr. and Mrs. Raymond C. Mills

13651 Yellowstone Drive  
Santa Ana, California 92705

Telephone: (714) 838-3073

FAX: (714) 838-3072



August 29, 2011

Ms. Channary Leng  
OC Planning  
300 N. Flower Street  
P.O. Box 4048  
Santa Ana, CA 92702-4048

RE: Notice of Intent to Prepare Environmental Impact Report #611  
Saddle Crest Homes  
Rutter Santiago, LP

Dear Ms. Channery:

Our home, comprised of two parcels totaling 75 acres of land, is adjacent to the proposed Saddle Crest Homes Project. We share the Project's northern and eastern property lines (approximately 4,145 linear feet). Since the Project will have a significant impact on us, we are, not only submitting our name and address to be placed on your mailing list, but we are requesting that a copy of the Draft Environment Impact Report and any subsequent modifications, be delivered to us.

Mailing Address:

Mr. and Mrs. Raymond C. Mills  
13651 Yellowstone Drive  
Santa Ana, CA 92705

Sincerely,

A handwritten signature in cursive script that reads "Susan Mills".

Susan Mills

Certified #7001 2510 0007 0566 7205

## Leng, Channary

---

**From:** ronshepston@gmail.com on behalf of Ron Shepston <ronshepston@smrpd.org>  
**Sent:** Thursday, September 08, 2011 11:16 AM  
**To:** Leng, Channary  
**Cc:** Brett Peterson; Martin D. Weel; Greg Bates; Tom Smisek; ronshepston@smrpd.org  
**Subject:** SMRPD comments NOP #611 Replacement  
**Attachments:** SMRPD Comments NOP #611.pdf; SMRPD DMPT-2004R-3.pdf; TrailandBikeCombo2005-1.pdf

Dear Channary Leng,

Please accept this replacement email with attachments as comments from the Silverado Modjeska Recreation & Parks District on the Saddle Crest Homes NOP of DEIR #611.

Thank you.

Ron Shepston  
President, Silverado-Modjeska Recreation and Park District





SMRPD's Mission Statement -

"To promote community well being through programs and activities that protect, preserve and enrich the canyons' heritage, open space and unique way of life."

P.O. Box 8, Silverado California 92676 • <http://www.smrpd.org>

OC Planning  
300 N. Flower St.  
P.O. Box 4048  
Santa Ana, CA 92702-4048

September 7, 2011

Attn: Channary Leng

Dear Ms. Leng and OC Planning staff:

The Silverado Modjeska Master Plan of Trails adopted in 2004 outlines the District's goals and objectives to direct the development and operation of a District-wide public trail system that serves the recreational needs of equestrians, pedestrians (walkers, hikers and joggers), and mountain bikers (non-motorized). Under this plan, the dedication and acquisition of trail right-of-way, construction and improvements shall be pursued as a condition of approval of development projects (i.e., irrevocable offers of recreation easements) consistent with the Master Plan.

The Silverado Modjeska Recreation and Park District would like to comment on the NOP for the proposed Saddle Crest Homes development brought before the County of Orange on Aug. 8, 2011, by applicant Rutter Santiago, LLP. In the County's preparation for the Draft EIR #611, we would like you to address the following issues:

1. In the current NOP for the project, under section #15 Recreation, the applicant does not address the existing Santiago Truck Trail located north of the project. This trail is 6.2 miles in length and originates at the highest point of the Modjeska Grade Road. The road is a public right-of-way across one mile of private land. This trail terminates at Old Camp, an old CCC Camp from the 1930's. It is at this junction that the trail connects to the Joplin Trail, which continues down into Rose Canyon or up to the Main Divide Trail. This trail is quite popular as a multi-use trail, and is included on the County Master Plan of Trails and the SMRPD Master Plan of Riding and Hiking Trails.

2. The County Master Plan of Trails and Bikeways identifies a trail through the project site DEIR #611 alongside Santiago Canyon Road. Following the objectives of the SMRPD Master Plan the District must provide a useful, enjoyable, safe and efficient riding and hiking trail system for the District and meet the needs and desires of the community. Safety is our first and foremost concern. The SMRPD would like to request of the County of Orange that a trail easement be set aside through the proposed development linking recreation users from the identified roadside trail to the Santiago Truck Trail. The SMRPD feels that the safest alternative for recreational trail connectivity would be through the development site.

The District would be happy to meet with OC Planning staff and the applicant to discuss these matters further.

The SMRPD holds regularly scheduled meetings on the fourth Tuesday of each month at the Silverado Community Center, 27641 Silverado Canyon Road. Please feel free to contact us via email at [parks@smrpd.org](mailto:parks@smrpd.org).

Ron Shepston  
President, Silverado-Modjeska Recreation and Park District  
714-335-9181 Cell  
714-649-2860 Office



P.O. BOX 8, SILVERADO, CA 92676

## **SMRPD Draft Master Plan of Trails, Adopted Oct. 14, 2004**

**The Master Plan of Regional Riding and Hiking Trails Component is countywide in scope. It is a public trail system which traverses the entire county without regard for jurisdictional boundaries and, therefore, intergovernmental coordination is necessary for successful implementation.**

*-from the Recreation Element of the Orange County General Plan*

The Silverado Modjeska Community Plan and EIR (DEIR 096), prepared by the Environmental Planning Agency and distributed on November 23, 1976, included a variety of non-paved multi-use riding and hiking trails which were in place and inventoried at the time of the DEIR's adoption. The plan allowed for the addition of recreational trails as proposed by the community.

In 2002, under the jurisdiction of the Silverado Modjeska Recreation and Parks District (a State sanctioned Independent Special District), the community and the SMRPD worked together to create an updated Master Plan of Riding and Hiking Trails. As a conceptual plan, it is considered a general expression of community values and is abstract in nature.

### **Purpose**

The purpose of the Silverado Modjeska Master Plan of Trails is to provide goals and objectives to direct the development and operation of a District-wide public trail system that serves the recreational needs of equestrians, pedestrians (walkers, hikers and joggers), and mountain bikers (non-motorized).

### **Goals**

**Goal 1:** Provide a useful, enjoyable, safe, and efficient riding and hiking trail system for the District and to meet the needs and desires of the community.

**Goal 2:** Create trail linkages between open space and recreation facilities, between community, municipal, state, and federal trail systems, and create connectivity to surrounding communities.

**Goal 3:** Create partnerships between governing agencies, land owners and Conservancies which overlap the District, ensuring the implementation of the Master Plan of Trails, and allowing for efficient acquisition, development, and operation of the trail system.

### **Objectives**

**Objective 1:** Implement and maintain a District riding and hiking trail system as depicted conceptually on the Trails Map.

**Objective 2:** Develop a District trail system to meet the recreational needs of equestrians, pedestrians (walkers, hikers and joggers), and mountain bikers (non-motorized).



**Objective 3:** Coordinate with other local jurisdictions and state and federal agencies regarding trail development and maintenance.

**Objective 4:** Accept irrevocable offers to provide trail links that allow for implementation of the District trail system in a logical immediately usable fashion.

**Objective 5:** Create a strategy for the sequencing of trail development in order to maximize scarce funding.

## **Policies**

The District Riding and Hiking Trails system shall be developed and operated as follows:

1. The dedication and acquisition of trail right-of-way and construction and improvements shall be pursued as a condition of approval of development projects (i.e., irrevocable offers of recreation easements) consistent with the Master Plan.
2. The anticipated cost of acquisition, development, maintenance, and operation shall be considered in the process of making decisions.
3. The District shall actively pursue public and private funding (Developer Endowments), including grants and gifts as a source of funding to implement District Trail Plan.
4. The design and location of trails shall be sensitive to cultural and natural resources such as archaeological sites, wildlife corridors, plant habitats, rare and endangered species, etc.
5. Whenever possible the use of the County of Orange Riding and Hiking Trails Design Manual, specifically the "steep terrain single track trails" guidelines shall be considered.
6. Where appropriate and feasible (i.e. Truck Trails and existing ranch roads) in rural areas District trails may serve as fuel breaks and as vehicular access for law enforcement, fire, emergency and public utility vehicles.
7. Safety shall be a primary consideration for allowing/restricting the use of trails by equestrians, pedestrians (walkers, hikers and joggers), and mountain bikers, respectively.

## **Description of Trails**

### **Orange County Regional Trails within the Silverado Modjeska Recreation and Parks District**

**Hicks Canyon Trail:** This trail follows the existing haul road from Irvine Lake to Jeffrey Road. Currently it is being negotiated into the East Orange Development. This trail will begin at the intersection of Santiago Canyon Road and the Haul Bridge (Bat Bridge) and could offer connectivity out of the District and to destinations such as Irvine Lake and the Great Park. It is on the County Master Plan of Riding and Hiking Trails, the Sil-Mod Master Plan of Riding and Hiking Trails and must also be coordinated with the joint powers of authority such as City of Orange, City of Irvine, Irvine Ranch Land Reserve and OCFA.

This trail is not considered challenging. It is a wide existing road with the potential for an existing grade separated crossing at Santiago Canyon Road. It is ideal for all types of trail users. 6 miles of easements are needed from the Irvine Company to complete this trail.

**Holy Jim Trail:** This trail may cross several private properties at its base, but lies primarily in the congressional boundary of the Cleveland National Forest (CNF). Although it is on the County's Master Plan, it is under the jurisdiction of the Federal Government. The Trail begins at the Holy Jim Road fork of Trabuco Canyon Road, just a few miles from the main entrance of O'Neil Park. The trail begins by paralleling Holy Jim Creek, then climbs swiftly up the ridge to the west, eventually terminating at the Main Divide Trail. This trail is 3.4 miles long. This trail is steep and challenging, and often suffers washouts during seasons of heavy rain. It provides connectivity from O'Neil Park to the CNF and the Main Divide Road.



**Joplin Trail:** The Joplin Trail is on the County Master Plan of Trails and the Foothill Trabuco Specific Plan/Trails, but lies entirely within the boundary of the Cleveland National Forest. It is considered a connector trail, in which it provides connection from the Santiago Truck Trail to Rose Canyon and eventually to Live Oak Canyon Road. This trail is approximately 1.8 miles long and is considered challenging.

**Ladd Canyon Trail:** This trail is currently on the Regional Riding and Hiking Trail Map for the County of Orange. Although it is considered some of the most beautiful scenery in the Santa Ana Mountains, it offers almost insurmountable obstacles as a multi-use trail, in the upper portion of the canyon. The exception is the lower trail portion traveling along the northern edge of Silverado Canyon Road. The trail originates at the Main Divide Road and is an old abandoned Forest Service road. Due to the presence of endangered species, the Federal Government has elected to abandon this road/trail and does not promote trail use in this area. Currently, the SMRPD along with the County of Orange have reached a memorandum of understanding with a property owner (CCRC Farms) which includes a staging area, additional connector trails and the implementation of the county trail across the front of the development. The Ladd Canyon Trail could be reasonably reduced to originating at the staging area on Silverado Canyon Road at the "Riviera", continuing east alongside the road creating connectivity to the Silverado Truck Trail and the Irvine Ranch Land Reserve (IRLR). At the boundary of the IRLR the trail should veer north away from the road following the creek, making use of an existing haul road, continuing to the mouth of Silverado Canyon and connecting to the Santiago Creek Trail. This trail also provides connectivity to Baker and Black Star Canyons. This reduced trail could consist of 2 miles of relatively easy multi-use trail and is only 3 dedications away from completion.

**Main Divide Trail:** This trail is entirely within the boundary of the CNF and is under Federal jurisdiction. It traverses the crest of the Santa Ana Mountains from the northern Sierra Peak to the southern Ortega Highway. It travels over 38 miles in its entirety and is considered the origination or destination point for a "mountains to the sea" trail effort. Important connector trails originating within the District would be: Black Star Canyon Road, Maple Springs Road, Silverado Truck Trail, Modjeska Canyon Trail/Harding Truck Trail, Santiago Truck Trail/Joplin Trail, Holy Jim Trail.

**Modjeska Canyon Trail/ Harding Truck Trail:** This trail originates at the Tucker Wildlife Bird Sanctuary on Modjeska Canyon Road. It is currently complete and is widely used. As of late, it is completely under the jurisdiction of the Federal Government. It is 4 miles long, travels due east and zigzags through several canyons. It makes possible loop trips with the Santiago Truck Trail/Joplin Trail and it connects to the Main Divide Trail.

**Santiago Creek Trail:** This trail parallels Santiago Canyon Road from Trabuco Canyon Road (Cook's Corner) to Irvine Lake. Currently the County of Orange/Sil-Mod Recreation and Parks District/ City of Orange and The Irvine Company are negotiating the final alignments. Although the County will have the ultimate say, the alternatives currently being considered are both the north side and the south side of Irvine Lake, terminating at Irvine Park. It is the desire of the District to see a trail follow Santiago Creek into the backside of Irvine Park. This trail will include 15 miles of trail in its entirety. The Irvine Company in conjunction with the East Orange Project will dedicate half of those miles. This trail will be easily accessible and easy to use, built to County standards.

**Santiago Truck Trail:** This trail is 6.2 miles in length and originates at the highest point of the Modjeska Grade Road. The road is a public right-of-way across one mile of private land. This trail terminates at Old Camp, an old CCC Camp from the 1930's. It is at this junction that the trail connects to the Joplin Trail, which continues down into Rose Canyon or up to the Main Divide Trail. This Trail is quite popular as a multi-use trail, and is included on the County Master Plan of Trails and the SMRPD Master Plan of Riding and Hiking Trails.

**Vulture Crags Trail:** This trail is on the County Master Plan of Trails. It is at the very southern portion of the Silverado Modjeska Recreation and Parks District (SMRPD) boundary and is included in the Foothill Trabuco Specific Plan as a riding and hiking trail. It connects Santiago Truck Trail to Live Oak Canyon Road near the



Hamilton Truck Trail. Total trail miles are 2.4, of which 1 mile still needs to be constructed (to a County level of acceptance), however it is currently in use by trail users, to access upper Santiago Truck Trail.

### **Silverado Modjeska Recreation and Parks District Master Plan Trails**

**Fremont Canyon Trail:** This trail originates at Santiago Creek just northwest of the sharp right turn on Black Star Canyon Road (Beyond the locked gate). It travels north and terminates in upper Fremont Canyon and is actually an Edison Service Road. This trail creates connectivity to the northern alignment of the Santiago Creek Trail (North side of Irvine Lake) which is currently being explored by the joint powers of authority. It is the intent of the Silverado Modjeska Recreation and Parks District to either continue the Ladd Canyon Trail beyond the mouth of Silverado Canyon to parallel Santiago Creek to reach Irvine Park, or combine efforts with the County of Orange to detour the Santiago Creek Trail away from Santiago Canyon Road, taking it behind Irvine Lake.

**Black Star Trail/ Black Star Canyon Road:** This trail begins at the junction of Black Star Canyon Road and Silverado Canyon Road. It is adjacent to the road, which is currently a public right-of-way. 1.1 miles north of the Silverado Junction, the County of Orange has installed a locked gate, limiting vehicular access to landowners and emergency vehicles. This has also limited trail users and eliminated equestrian access. It is the goal of the SMRPD to meet the needs of all trail user groups. Black Star Canyon Trail begins in lower Black Star Canyon then gains in elevation through a series of switchbacks to the Main Divide Trail above Hidden Ranch near Beek's Peak. This trail creates vital connectivity to Riverside County via Skyline Drive. It is 7.9 miles in length.

**Baker Canyon Trail:** This trail originates at Baker Canyon Rd. (near the power line crossing) and travels north to upper Black Star Canyon Road. Thus creating a large loop trail outside of Baker Canyon. This trail follows the current existing fire road and travels across several large parcels of private property. This trail has the potential to connect the Flying B Ranch Camp Ground/ RV Park with Black Star Trail/ Main Divide Trail and Fremont Canyon.

**Baker Canyon Loop Trail:** The Nature Conservancy (TNC) is currently using this trail with docent lead hikes. The Baker Canyon Loop originates at the junction of Black Star Canyon Road and Baker Canyon Road. The staging area is behind a locked gate off Baker Canyon Road. The trail itself starts at the mouth of Baker Canyon and travels along Black Star Canyon Road, then begins to gain in elevation traveling east, reaching the Edison Connector trail (at the highest electrical tower). Then the trail travels north dropping in elevation to the bottom of Baker Canyon, paralleling the creek and arriving back at the mouth of Baker Canyon and Black Star Canyon Road.

**Edison Connector Trail:** This trail creates connectivity between the Ladd Canyon Trail and the Baker Canyon Loop Trail. Although within the congressional boundary of the CNF, it is entirely on the Irvine Ranch, specifically on the Irvine Ranch Land Reserve (IRLR). This trail makes use of the existing ranch road and Edison Service Road. It creates connectivity to existing County staging at Carbondale Ranch, additional staging for the SMRPD at the "Riviera" via the Ladd Canyon Trail. It creates connectivity to Black Star Canyon, Fremont Canyon, etc.

**Stable Loop:** This single track trail originates at Silverado Creek behind the equestrian center and travels north on several parcels of private property then turns east to connect to the West Ridge and the Old Holtz Trail at Holtz Ranch. This site (Holtz Ranch) is currently under plan for development and may interrupt some trail usage. A memorandum of understanding has been reached by the SMRPD, the County of Orange and the Developer to establish equitable trails on the southern side of the property across Silverado Canyon Road. The current language does not preclude the later development of these trails.



**Mustang Springs Trail:** This trail originates at Mustang Springs in Ladd Canyon and travels north up the west fork. The terrain is vigorous because of the "reef" formation, and may be difficult to meet multi-use standards. This trail has unknown connectivity.

**Silverado-Ladd Ridge Trail:** This trail originates behind the Silverado Post office on private property, and travels along the ridge between the northern rim of Silverado Canyon and the southern rim of Ladd Canyon on the east fork. This trail connects Silverado Canyon Road (near downtown) to the Silverado Motorway, it allows for recreational trail users to parallel Silverado Canyon Road without having to travel on it.

**Silverado Motorway:** This trail originates near the Forest Service Gate at the bottom of the Maple Springs Truck Trail. On the northern side of the road, it switchbacks up to the Main Divide at Bedford Peak. Although this road was traditionally viewed as a fuel break for Silverado Canyon residents for many years, it has fallen into disrepair and neglect due to Forest Policy changes throughout the years. This trail provides valuable connectivity to the Main Divide Trail, the Silverado-Ladd Ridge Trail, and Maple Springs Truck Trail/ Silverado Canyon Road.

**Silverado Truck Trail:** This trail traverses the entire length of the southern rim of Silverado Canyon for about 8 miles. It originates at Santiago Canyon Road near the Silverado Children's Center traveling east toward the Main Divide within the boundaries of the Cleveland National Forest. This trail was originally built jointly by the County of Orange and the Federal Government. It served as both a truck trail for the forest as well as a fuel break for the community of Silverado, and was up until the bankruptcy, maintained by the California Division of Forestry and the Orange County Fire Authority. Although this trail has suffered major erosion from the recent heavy rains, and has suffered from a number of private gates being placed along it, it continues to be the most popular trail in Silverado and Williams Canyon. The Irvine Company has recently expressed an interest in building a new staging area to access this trail near Santiago Canyon Road at the junction of the County's proposed Santiago Creek Trail. There is an unpassable slide at Bear Flats, and the Federal government has been requested to add the removal of the slide to the 20 year management plan for the CNF. Currently this idea has gained much momentum, as it qualifies as a multi-use "mountains to the sea" trail, the County of Orange has recently considered upgrading this trail to its Master Plan of Riding and Hiking Trails. There are several access points from Silverado Canyon Road and Williams Canyon Road.

**Mesa Trail:** This trail connects the Ladd Canyon Trail at Silverado Canyon Road to the Silverado Truck Trail on the Irvine Mesa. There is currently a private property gate, which allows equestrian, hiking and biking access. This trail is 1/4 mile in length and is a wide dirt road sharing limited vehicular access.

**White's Canyon:** This trail originates at Silverado Canyon Road just east of the Silverado Café. It shares vehicular access on private roads, across private property. The original community residents established this trail as a shared easement. It is currently a popular access trail to the Silverado Truck Trail but has absolutely no potential to improve below the property of John Ibarra. At best it serves as a popular and convenient access for local residents.

**Williams Canyon Ridge Connector:** This trail starts at Williams Canyon Road near the water tower and travels north along a steep ridge terminating at the Silverado Truck Trail. It is very steep and has been severely damaged by illegal off-road use. It is approximately one mile in length.

**Wild Oat:** This trail connects Williams Canyon Road with the Silverado Truck Trail. It is currently used as vehicular access to several parcels of private property, but is commonly used by all trail user groups. It is mid-way through Williams Canyon with switchbacks that make it an ideal trail, creating connectivity to Silverado Canyon. Shaw's: This trail is at the end of Williams Canyon traveling to the north connecting with the Silverado Truck Trail at the Shaw's property. It is a popular connection from Silverado Canyon to Williams Canyon.

**Williams Canyon Road:** This road travels along the bottom of Williams Canyon and is one lane. It has no potential for improvement and must be shared use with vehicular traffic, however due to the limited residents, it makes it possible for on road trail use. This road creates connection to the Santiago Creek Trail along Santiago Canyon Road, and creates connection to both Silverado and Modjeska Canyons. Currently a gated entrance is under construction at the mouth of Williams Canyon, however, the residents have allowed for an equestrian/hiking/biking entrance to be added.

**Mark Road:** This trail travels from Williams Canyon Road near the development of Williams Springs Estates, through a series of switchbacks and terminates at Markeson Road in Modjeska Canyon. It is critical for connection from Williams Canyon to Modjeska Canyon and should be open to all user groups. Trail users can access the Modjeska Creek Trail near the area of Shadowland Estates.

**Tamale Canyon:** This trail connects Mark Road Trail to Modjeska Canyon Road. Access to the Modjeska Creek Trail is possible through Croatian Way via an 'at grade' crossing. Combined with Mark Road, it creates a valuable loop trail for the residents of Modjeska Canyon.

**Modjeska Creek Trail:** This trail runs along the Modjeska Grade Road traveling over steep topography and eventually joining Modjeska Creek just prior to its joining Santiago Creek. It is a difficult trail to complete between the Grade Road and the creek bottom. There are currently easements in place, which double as Edison easements at the top of the Grade Road. A single-track trail could be put into place connecting the top of the Grade to the Creek bottom. This trail would be challenging, but would create vital connection for local residents to both the County's Santiago Creek Trail and the Federal Government's Santiago Truck Trail. The most crucial point of connection is the intersection of Modjeska Creek and Santiago Canyon Road. This trail should travel under the current overpass to take advantage of an existing grade separated crossing. It provides for connectivity from Modjeska Canyon into the County Regional Park of Limestone Canyon. It should continue on the west side of Santiago Canyon Road until it meets Hangman's Trail.

### **Irvine Ranch Land Reserve/Limestone Regional Park Trails**

**Sinks Trail:** This trail begins behind the locked gate at the Hangman's Tree Spur Road parking area, near the mouth of Modjeska Canyon. It proceeds up Hangman's Tree Spur Road to the Sinks, a geological formation consisting of eroded sandstone, where the land drops off sharply into Agua Chinon Canyon. Used as either an out-and-back trail on the existing road, or usable also as a loop trail utilizing a footpath down a ridge just north of the road, it is 2 ½ miles long.

**Dripping Springs Trail:** This loop trail starts at the parking area behind the locked gate near Santiago Canyon Road, drops down into the bottom of Limestone Canyon, proceeds up the canyon to a tributary canyon just north of Elephant Peak, then heads west uphill to Dripping Springs, one of the only year-round springs in the county. From the springs it continues uphill on an old Irvine Ranch road to a ridge west of Limestone Canyon, then down into the canyon again and back to the parking area. Mileage is 3 ½ miles.

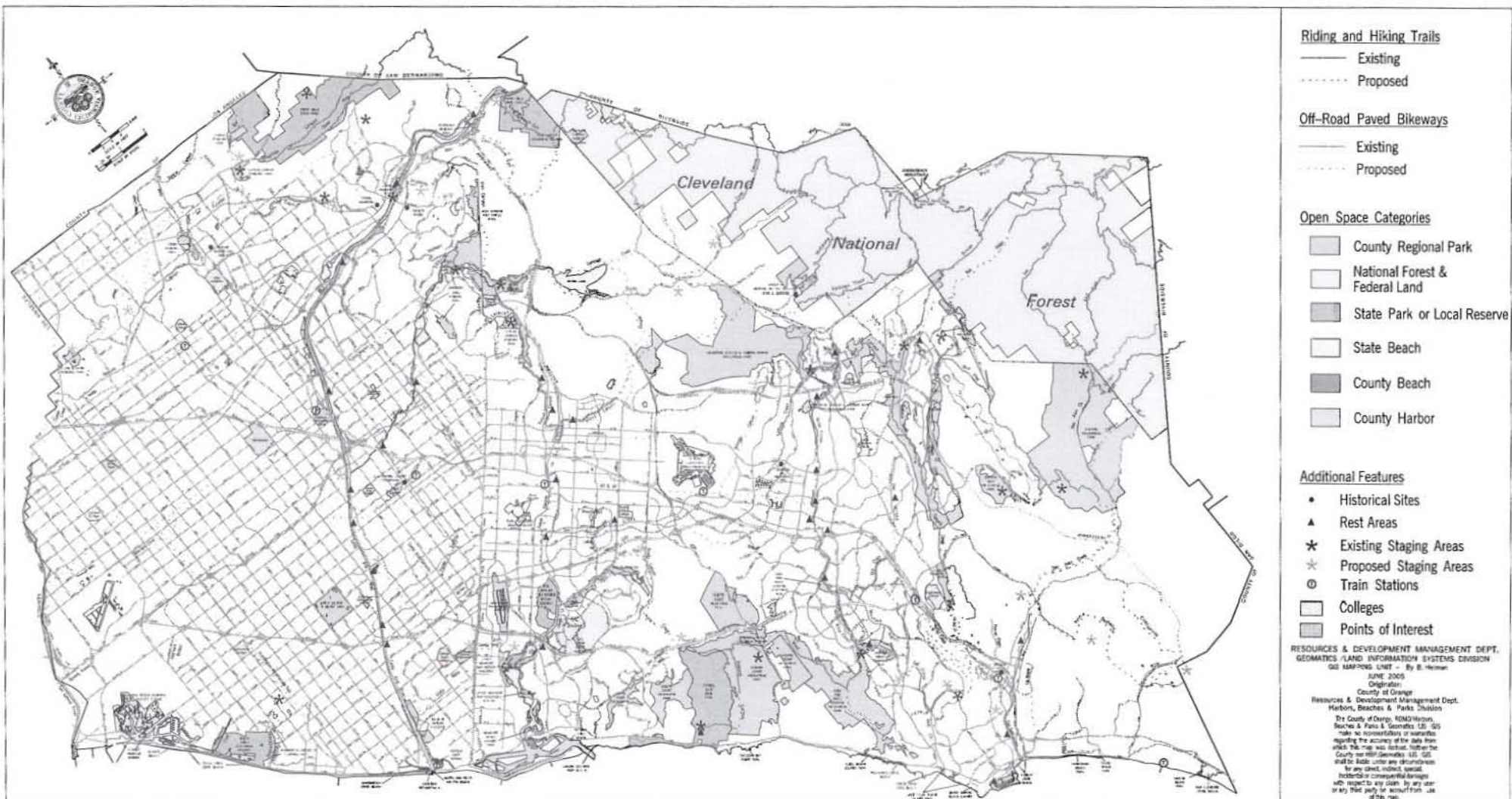
Descriptions for **Limestone Canyon and Loma Ridge Trail, Hangman's Canyon and Whiting Ranch Wilderness Park Trail, Agua Chinon Canyon Trail, Hicks Haul Road Trail, and Legal Language for IRLR Trails** are all Works in Progress.



At the Oct. 14, 2004 meeting, the District Board of Directors unanimously approved Resolution 101404-1, adopting the Draft District Master Plan of Trails, which is now a legal document describing existing and proposed Class 1, 2, and 3 trails within the District, some of which are within the East Orange Planned Community Areas 2 and 3. This plan was prepared by Trails Committee Volunteer Dana Judd, with assistance from Director Mike Boeck.







Major Riding & Hiking Trails and Off-Road Paved Bikeways

# Appendix A3

## Scoping Meeting Comments





## NOP Scoping Meeting Results

Verbal comments were received at the August 31, 2011 scoping meeting. Specific environmental concerns raised in the comments received during the scoping meeting are discussed in Table 1-1 below.

**Table 1-1: Summary of Scoping Meeting Comments**

Commenter	Summary of Comment
Rich Gomez	The commenter stated that rustic preservation is a priority for the community; that amending the F/TSP is an inappropriate use of the County's funds; and that the project should comply with the existing F/TSP. The commenter also stated that traffic along the Santiago and Live Oak intersection would be impacted and may require traffic control as the area is a recreational corridor for motorcyclists, bicyclists, and runners. Also that the residential use would conflict with other uses in the area. Lastly, the commenter stated that equestrian trails were to be provided with previous development (south) to connect to Saddle Creek, which have still not been built.
Mark Anderson	<p>The commenter stated that the non-clustered scenario is not consistent with the F/TSP, and that proposal needs a baseline that is compliant with grading, height of slopes and other areas where this baseline isn't. The area plan should define where homes would be located on the proposed lots. Additionally stated that regulatory permits would be required, including corrective grading and that the F/TSP does not address permit, impact from landslides and impacts to jurisdictional waters. A MS4 permit would also be needed to detain flows and manage downstream.</p> <p>The commenter stated that the parcel maximums in Appendix B of the F/TSP would limit development and that the separate parcels cannot transfer density from the north to south of the site. The commenter also stated that fire access is lacking and that this project is urban development, which conflicts with the rural character of the F/TSP. The commenter recommends community workshops to save time at the F/TSP meeting.</p>
Bob Wilks	The commenter was representing Raymond and Susan Mills, who have property adjacent to the project site. The commenter stated that density of the project exceeds the permissible density in the F/TSP, the average lot size for UAR is one acre, and the project proposes 0.5 acre, which is 50 percent of the average. Additional comments include that the site entry may not be far south enough of the Mills property to allow access under the General Plan (500 feet). The western side of the project has natural waterways; there are concerns of hazardous runoff (chemicals, etc.); and erosion. The western wildlife corridor, which traverses the Mills property, is pressed against the proposed building sites; there should be a buffer between the corridor and the proposed development. The commenter also raised questions about what the perimeter fencing would look like and the lighting impacts on wildlife in the wildlife corridor, and on the rustic nature of the area.
Phil McWilliams	The commenter stated that the developer should comply with the F/TSP, and that the non-clustered scenario could pose fire planning issues as fires are common in the area.

Commenter	Summary of Comment
Janet Wilson	The commenter stated that the no project alternative is preferable, there are potentially significant impacts in the NOP that need to be mitigated, and that existing hazards in the area include floods, erosion, mudslides and fire. Additional concerns include habitat impacts, vegetation management, noise, light, scenic vistas and population, recreation impacts to bicyclists off Santiago Canyon Road and housing would be significantly impacted and should be considered in the EIR. The commenter asked if water towers would be included as part of the project.
Gloria Sefton	The commenter stated that SB375 compliance needs to be included, and that GHG emissions, transportation and sustainability (solar and LEED certification should be pursued). Also stated that growth inducement is significant and the project would contribute to sprawl. Commenter stated that impacts could include oak trees, mass grading and requests that 66 percent of the site be left as natural open space (not redeveloped with vegetation).
Sherry M	The commenter stated that spot zoning is illegal, and the F/TSP cannot be amended, as it is a legal promise to the community. Also stated that the project is in violation of the General Plan and that the 1997 and 2007 fires have made existing uses less valuable. Other concerns include landslides, fire safety, the single entrance, impacts to Santiago Road that would warrant a signal, biology issues needing to be covered more fully than the last project, wildlife corridor not having enough room to meet fire safety requirements and the need to comply with the F/TSP. Questions raised include how the current alternatives could be feasible, what consultants are doing the technical work, accuracy of consultant's data, and requested a list of all the consultants working on the project.
Rob Vansickle	The commenter stated that fire access proposed for the project would not be sufficient; the project would require secondary access and OCFA should be involved in the process.
Brett Peterson	The commenter stated that the F/TSP should not be discarded; the safety of the animals should be priority and raised questions of who pays for County staff.
Kim L	The commenter stated that the F/TSP should be abided by and asked if the plans were new or of the same as the previous 2001 project.
Brendan Connors	The commenter asked about the CEQA and project process.
Laurie Martz	The commenter stated that grading should have a dedicated issue on the checklist, as grading limits are of concern.
Don Seigen	The commenter stated that the project should comply with the General Plan and F/TSP.